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1920

REPORT  
—OF THE—  
DEPARTMENT  
OF  
PUBLIC WORKS  
OF  
PRINCE EDWARD ISLAND  
FOR THE YEAR ENDED DECEMBER 31

1920



CHARLOTTETOWN  
THE GUARDIAN CENTRAL JOB PRINTERY.

1921

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REPORT  
OF THE  
DEPARTMENT  
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## DEPARTMENT OF PUBLIC WORKS

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Charlottetown, P. E. Island,  
December 31st, 1920.

To His Honor Murdoch MacKinnon, Esquire, Lieutenant Governor of the  
Province of Prince Edward Island.

*May It Please Your Honor:—*

I have the honor to submit for the information of your Honor and the  
Legislature of Prince Edward Island, the Report of the Department of Public  
Works for the year ending December 31st, 1920, containing the following  
statements, viz—

Engineer's Report.

A Statement of the Ordinary, Highway Improvement, and Capital  
Expenditure.

Contracts entered into.

Contracts unfinished December 31st, 1919.

Summary of Road Master's Returns.

I have the honor to be, Sir,

Your obedient servant,

C. W. CROSBY,

Commissioner of Public Works.





# ENGINEER'S REPORT

Charlottetown, P. E. Island.  
Dec. 31, 1920.

HON. C. W. CROSBY,

COMMISSIONER OF PUBLIC WORKS

SIR:

I have the honour to submit the following report of works completed or under construction during the year ending December 31, 1920.

## BRIDGES

BLACK POND BRIDGE, LOT 46—The total length of this bridge is 376 ft. of which the arch is 120 ft. It consists of 7 benches of creosote piles, spaced at 20 ft., with 12" x 12" hard pine caps on which are laid 7 steel spanbeams consisting of five 12-inch I beams and two 12-inch channels, supporting a 6-inch concrete floor.

IRVINGS' BRIDGE, LOT 57—The old frame bridge at this place was 17 ft. high with a 9 ft. water course. It was replaced by a 6 x 6 foot reinforced concrete culvert built in place.

ST. PETER'S BRIDGE, LOT 41—The East wall of this bridge North of the arch was rebuilt in 1918. The whole West wall and East wall south of the arch was rebuilt this year, the total length of new work being 980 feet. The whole western wall was carried up 3 feet above the level of the roadway to form a protection from the sea.

LONG CREEK BRIDGE, LOT 5—The arches of this bridge had previously been built with creosote piles, hard pine caps and wood flooring, and this year the walls of the approaches having a length on both sides of 1,136 feet were rebuilt with piles and cribwork and new railing placed thereon.

OLD MILL BRIDGE, NISBET ROAD, LOT 13—The old bridge at this place was built of blocks of log cribs with three 20 ft. arches all covered with wooden flooring. These were built in solid except a single waterway 20 ft. wide for which a new channel was opened.

MOONEY'S BRIDGE, MORELL, LOT 39—This bridge, consisting of a 40 ft. steel truss, was carried away by the ice brought down the river after the breaking of Leards' Mill dam. The members of the truss were badly bent but were able to be straightened and the bridge replaced on the old foundation.

HILLSBOROUGH BRIDGE, CHARLOTTETOWN—The flooring of this bridge which is 2,517 ft. long was laid with 3-inch hardwood and hemlock plank. As this work has to be done every 4 or 5 years, steps should be taken to put on a more durable surfacing. It is probable that the cross-ties will shortly need to be renewed by the Railway and as they are spaced only 8 inches apart, a covering of 2-inch hard pine with two inches of asphalt surfacing laid thereon should be a considerable improvement.

MORELL BRIDGE, LOT 40—The draw-span in this bridge, which was rarely required and was a continual source of danger, was replaced by a steel rail truss affording a safe level roadway and which can easily be removed if necessary. Plank was also purchased for the flooring of the bridge but, as it was impossible to close the bridge to traffic, the laying of it was delayed until the ice will form an alternate roadway.

LOUGHRAN'S BRIDGE, LOT 57—A new bridge was built at this place, consisting of creosote pile foundation with hemlock flooring.

MURPHY'S BRIDGE, LOT 26—The old bridge had been carried away in the Spring freshet. With a span of 30 feet it was difficult to secure suitable spanbeams of wood, and a steel rail truss had to be placed here with wood flooring.

NAUFRAGE BRIDGE, LOT 43—A new railing and a covering of 3" plank with new spanbeams was laid on this bridge which has an arch 230 feet long and a total length of 300 feet.

MORRIS' BRIDGE, LOT 21—It was hoped that the building of this bridge could have been delayed until creosote piles could be secured, but as the North end gave way in the Spring, it had to be rebuilt with native piles and plank covering and the balance of the arch will be completed in a similar manner this Spring, and the approaches built up and secured with piles on each side and tied with iron rods.

In addition to the above, a great many smaller bridges were built, chief of which are the following:—

Gurney's .....	Lot 34
Cash's .....	Lot 20
McFarlane's .....	Lot 59
Wignmore Road .....	Lot 20
Douglas .....	Lot 38
Mossy Creek .....	Lot 22
Buxton .....	Lot 24
Foleys' .....	Lot 53
Rose's .....	Lot 47
Old Mill Creek .....	Lot 24
Hydes' .....	Lot 27

McMillan's .....	Lot 65
McCloskeys' .....	Lot 30
McLeod's .....	Lot 22
Murnaghan's .....	Lot 36
Sherren's .....	Lot 29
McPherson's .....	Lot 37
Gillis' .....	Lot 57
McKenna's .....	Lot 57
Beron's .....	Lot 16
Dickie's .....	Lot 17
Clark's .....	Lot 16



There was also a large number of bridges repaired. Some on which extensive repairs were made are:—

Mill River .....	Lot 5	Leard's .....	Lot 29
Fox River .....	Lot 64	Gallant's Mills .....	Lot 33
Peakes' .....	Lot 52	Mt. Stewart .....	Lot 37
McDonald's .....	Lot 11	Beaton's .....	Lot 60
Warburton's .....	Lot 11	Ross' .....	Lot 60
Fullerton's Marsh .....	Lot 48	Black Pond .....	Lot 1
Quagmire .....	Lot 16	Gordon's .....	Lot 4
Vernon River .....	Lot 50	Barlow's .....	Lot 16
Hebron .....	Lot 8	Ballum's .....	Lot 10
Darnley .....	Lot 18	South Lake .....	Lot 47
McEwen's .....	Lot 39	Starch Factory .....	Lot 39
Llewelyn's .....	Lot 61	County Line .....	Lot 66
Hall's .....	Lot 29	Grove Pine .....	Lot 56
New Glasgow .....	Lot 23	Graham's .....	Lot 63
Murray Harbor Road ....	Lot 58	McPhee's .....	Lot 45
Warren's .....	Lot 25	Roddy's .....	Lot 52
McDonald's .....	Lot 43		

### NEW ROADS

ROAD AT KENSINGTON, LOT 19—In order to provide a winter road on Mullin's Hill, the right of way of the Margate Road was widened on the South side 40 feet for a distance of 22.76 chains.

ROAD AT TRYON EAST, LOT 28—The road leading from the Tryon-Cape Traverse Road to Cumberland Cove was widened to a full width of 40 feet by the purchase of a strip of land 16 feet wide on the east side thereof for a distance of 25 chains.

ROAD AT ST. CATHERINE'S, LOT 45—The New Harmony Road was widened by procuring land on the East side to a full width of 40 feet, extending from St. Catherine's Road to Greenvale Road.

ROAD AT MACHON'S POINT, LOT 64—The new road replacing the shore road along the north bank of South River, Murray Harbor, which had been partially opened was completed by extending it across the property of David Brooks a distance of 7 chains.

ROAD AT GRAND DIGUE, LOT 9—The old road along the shore at this place having been washed away, a new right-of-way 33 feet wide and 20 chains long was secured at a distance back from the shore.

### FERRIES

The Steamer Hillsboro was completely overhauled. A portion of the keel was renewed, a new stern post was put in and considerable new planking. The bottom was all coppered and new hardwood sheathing put on to protect her from the ice. A new boiler and smoke stack were also installed and all thoroughly repainted.

Considerable repairs were also made to the Ellis River Ferry boat. Besides being all sheathed, a number of new plank was put in. A new wire cable and new guide rollers were also installed and repairs made to the engine.

The West wing of the Charlottetown Ferry Wharf was strengthened by driving some 30 piles around it, and securing them to the old work. A number of new cross timbers were also put in and the deck repaired.

Considerable repairs were made to the wharf at West River Bridge, McEwen's Wharf, West River, Newport Ferry Wharf, Poplar Point Wharf, Montague Ferry Wharf and Hayden's Wharf, East River.

#### FALCONWOOD HOSPITAL

During the year extensive repairs were made to the roofs, gutters and drain pipes of Falconwood Hospital and the Infirmary. The walls of the old building were repointed in places. The plumbing in both buildings was completely overhauled and 3,230 feet of galvanized iron piping put in. All the plumbing fixtures purchased the previous year were installed as well as a new kitchen equipment purchased from the Department of Soldiers' Civil Re-establishment.

A new tile sanitary floor was laid in the kitchen and a new 60 H. P. steam boiler purchased in the previous year was installed. The brick walls of the boiler house were raised to give more head room and a new roof placed thereon.

A Root House 60' x 28' with concrete walls 8' high capable of holding 10,000 bushels and a 20' x 20' garage were built in connection with this institution.

# The Canada Highways Act

9-10 GEORGE V.

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## CHAP. 54

An Act to encourage the Construction and Improvement of Highways.

[Assented to 7th July, 1919.]

His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. This Act may be cited as The Canadian Highways Act.
2. In this Act and in any regulation made hereunder, unless the context otherwise requires:—
  - (a) "highway" includes culverts;
  - (b) "improvement" includes reconstruction but does not include maintenance;
  - (c) "Minister" means the Minister of Railways and Canals;
  - (d) "Province" means any Province of Canada, but does not include the Northwest Territories or the Yukon Territory.
3. (1) For the purpose of constructing and improving highways in Canada the Governor in Council may authorize the payment out of the Consolidated Revenue Fund of Canada of the sum of twenty million dollars during the period of five years from the first day of April, one thousand, nine hundred and nineteen.  
(2) Subject to the conditions hereinafter mentioned, such sum shall be allotted and paid as follows:—
  - (a) Eighty thousand dollars shall be paid each year to the Government of each province;
  - (b) The remainder of such sum shall be allotted and paid to the Governments of the respective provinces in proportion to the populations of the said provinces respectively, as determined by the latest Federal census of each province.
4. The said payments shall be made subject to the following conditions:—
  - (a) Any highway for which aid is granted shall be constructed or improved, as the case may be, in accordance with the terms of an agreement to be made by the Minister with the Government of the Province. Such agreement must be approved by the Governor in Council and shall contain such pro-

visions as to location, cost, description, specifications, time and method of construction, supervision and other necessary particulars as are essential to protect the public interest. Except for reasons set forth in such Order in Council and except with the consent of both Governments all expenditure under this Act shall be by tender and contract;

- (b) The aid to be given in any case shall be forty per cent of the amount which in the opinion of the Minister is the actual, necessary and reasonable cost of the construction or improvement of such highway as the case may be.

5. The Governor in Council may make such regulations, to be published in the Canada Gazette as are deemed advisable for giving effect to the objects and purposes of this Act.

6. The Minister shall annually lay before Parliament during the first ten days of the session a report of all proceedings under this Act for the last preceding fiscal year, which report shall contain a statement of the moneys expended, the highways with respect to which payments have been made hereunder, and the work done by the several provinces on such highways.

## REGULATIONS OF THE GOVERNOR IN COUNCIL AS REQUIRED BY SECTION 5 OF THE CANADA HIGHWAYS ACT

### SECTION 1—WORK TO BE AIDED

The highways to be aided under the Act shall comprise such main and market roads as have been designated by the Province as hereinafter provided with a view to encouraging production and stimulating trade and commerce, and as shall be approved by the Minister.

### SECTION 2—CUSTOMARY HIGHWAY EXPENDITURE TO BE SUPPLEMENTED

It is understood that the expenditures called for under the Canada Highways Act are intended to supplement the usual amounts granted and devoted to the construction and improvement of its highways by the Province itself.

### SECTION 3—METHOD AND FORM OF MAKING APPLICATION—PRELIMINARY PROCEDURE

Before an agreement is made with respect to any road or roads, there shall be furnished to the Minister by the Provincial Government a statement setting forth a programme for construction or improvement of a system of highways in the Province, from which project shall be stated. Such statement shall be accompanied by a general map of the proposed programme, bearing the approval of the Provincial Government and the endorsement of the Highways Department thereof. Each Provincial programme shall include, first, roads having greatest local agricultural and commercial importance, and second, roads having both local and general importance, and these programmes shall be so adjusted and arranged that the whole shall be correlated and form, as far as possible, a general system of Interprovincial highways. This programme and amendments thereto shall be satisfactory to the Minister and applications relating to the construction of specific portions thereof shall be made from time to time as provided for in the following section.



**SECTION 4—METHOD AND FORM OF MAKING APPLICATION—PROJECT STATEMENT, PLANS, SPECIFICATIONS, ESTIMATES, ETC.**

Each application for aid shall be embodied in a project statement, on forms which may be had on application to the Commissioner of Highways of the Department of Railways and Canals, which shall contain the following information and exhibits:—

- (a) The purposes the undertaking will serve and why it is in the public interest;
- (b) The character and extent of traffic present and prospective on the road;
- (c) How the undertaking relates to the Provincial programme;
- (d) A statement of the type of construction or improvement it is proposed to make, together with a report of the Engineer of the Provincial Highways Department endorsing the adoption of the proposed type and the design thereof as being the most economical and practicable in the public interest, his reasons therefor, and a full explanation of any special or unusual features thereof;
- (e) The administrative control of and responsibility for the undertaking;
- (f) The source and method of procuring the necessary money for the undertaking and the extent to which interested municipalities contribute thereto;
- (g) Plans in standard form to be prescribed by the Minister and in detail following accepted engineering practice, together with a sketch map showing the position of the proposed project on the general programme map of the Province;
- (h) Specifications in standard form to be prescribed by the Minister setting forth the proposed type and method of construction, materials to be used, and other essentials, in such detail as to afford complete knowledge of all steps to be taken in carrying out the project;
- (i) Copies of the form of contract to be used, together with all documents referred to therein or made a part thereof; and
- (j) Estimated cost of the project, giving a schedule of quantities and the estimated cost of each item in detail.

All project statements, plans, specifications, estimates and other papers required in connection with any application of a Province for aid under the Act shall be forwarded to the Commissioner.

**SECTION 5—THE AGREEMENT**

When a project statement has been approved by the Minister, an Agreement as provided for in the Act, between the Province and the Minister, shall be executed in triplicate by the Province on a form furnished by the Commissioner.

No payment under the Act shall be made until such agreement has been executed by the Minister, nor shall payment be made for work done prior to such execution unless with the express approval of the Governor in Council which approval shall not be given in connection with work done prior to the coming into force of the Canada Highways Act, or not done in accordance with these regulations.

### SECTION 6—TENDERS AND CONTRACTS

All expenditures shall be made pursuant to tender and contract, except as provided by the Act, and shall be on the basis of unit prices. Tenders shall be called for at least three weeks before the work is to be let and notice of the calling for tenders shall appear in a contractors' or engineering journal as well as in such local newspapers as the Province deems necessary.

### SECTION 7—PAYMENTS

In determining the actual necessary and reasonable cost of any highway for the purpose of fixing the amount to be paid under the Act, the cost of the following shall not be considered as a part thereof:

The cost of right of way and incidental damages, bridges, viaducts, subways, exceptional grade separation, provincial overhead and administrative expenses, the making of surveys, plans, specifications and estimates, or any engineering expenses incident to the project prior to the beginning of actual construction. The cost of culverts having a clear width of opening of not more than twenty (20) feet may be included.

Certified vouchers showing the amounts expended on each section of completed road, also showing the amount, if any, expended on any uncompleted section up to sub-grade at the termination of each fiscal year during the five year period commencing April 1, 1919, shall be submitted to the Commissioner; and when he has certified that the terms and conditions of the agreement, in respect of the plans and specifications annexed thereto, have been carried out as far as relates to such sections, forty (40) per cent of the cost thereof as defined by these regulations and expressly subject to section five thereof will, upon authority of the Minister be paid to the Provincial Treasurer, or other person named in the agreement to receive the same.

### SECTION 8—RECORDS

Such records of the tenders submitted, of the cost of the work, of the inspections made, and tests of materials shall be kept by the Province as shall enable the Commissioner at any time to determine the cost to the Province and the status of the construction work done on any project. These accounts and records, together with all supporting documents, shall be open at all times to the inspection of the Commissioner or his representative, and certified copies thereof shall be furnished at his request.

### SECTION 9—INSPECTION

The supervision of each project by the Provincial Highway Department shall include adequate inspection of work and material by competent engineers throughout the course of construction. To this end, any recommendation of the Minister to the Provincial Government with respect to the necessary technical qualifications and experience of the members of the highway organization will be enforced by such Government.

### SECTION 10—MAINTENANCE

Each Province shall agree that when the roads or highways constructed or improved with Federal aid shall have been accepted as completed, the Province shall maintain or cause the same to be maintained, with all necessary repairs and renewals, so as to preserve the standard of construction of each particular class of completed road or highway.



Under the terms of this Act, Prince Edward Island may be allotted the sum of \$603,455.00 to improve or construct its highways in accordance with the terms of an agreement to be made by the Minister of Railways and Canals with the Government of the Province; the aid to be given in any case to be forty per cent of the amount which, in the opinion of the Minister, is the actual necessary and reasonable cost of the construction or improvement of such highway as the case may be.

In accordance with Section 3 of the regulations, the following statement of a 5-year program of road improvement accompanied by a general map was approved by the Local Government, forwarded to the Minister on Nov. 2, 1919 and approved by him on April 26, 1920.

### PROGRAMME STATEMENT

In preparing a programme of road construction and improvement in this Province, attention has been paid to the fact that the whole Province is very uniformly and fairly densely populated. With the exception of Charlottetown (12,000) and Summerside (3,000), there are no large centres of population; and, in addition to the numerous Railway stations along the line of Railway in the interior of the country, there are shipping ports all round the coast. The result is that there are no main market roads. All of them carry approximately the same quantity of traffic and on account of its diffusion is consequently in no place particularly dense.

It therefore appeared that, in view of the fact that there are no gravel beds and no hard stone in the Province, the most economical type of road to accommodate this traffic was a dry earth road of which the present system largely consists. There are, however, a great many sections of low, wet roads quite incapable of carrying the traffic, which require to be built up and drained. Numerous wooden culverts and small bridges, which cause much annoyance to the travelling public and whose decay forms a continual source of danger, should be replaced by permanent concrete structures; and in the few centres where traffic demands it, a harder wearing surface should be laid down.

With these requirements in view, and considering the fact that the whole Province is covered with mail routes, we have therefore mapped out a five-year programme involving the construction or improvement of about 850 miles or 170 miles per year of comparatively cheap construction, which we believe will best accommodate the requirements of the traffic of this Province, and in the event of a much heavier traffic developing in the future will form a foundation for a more durable wearing surface.

The accompanying map shows the system of roads selected to be constructed or improved during the next five years, or to such an extent as funds may be available. The most important shipping ports have been included in this system and provision also made for as much through traffic as possible on fairly direct routes between the more important centres of population.

As practically the whole population of the country is engaged in agriculture, with the exception of a small portion of fishermen around the coast, the traffic served by these roads is of fundamental importance in the marketing of food products, and best serve the commercial and tourist traffic."

After the approval of the Provincial Programme, project statements, plans, specifications and estimates as required under Section 4 of the regulations, were prepared and forwarded to the Commissioner of Highways in connection with eight different projects.

All of these being approved, tenders were called in accordance with Section 6 of the above regulations, and contracts let for Projects Nos. 1, 4, 5, 6, 7 and 8. No bid was received for Project No. 2, and those received for Project No. 3 were considered too high and the Commissioner of Highways approved the doing of these by days' work.

#### PROJECT NO. 1

This project included that portion of the Georgetown Road from Ten Mile House corner to the County Line, a distance of approximately eight miles. It was selected for the reason that the bridges on it, of which several were quite large, were all needing to be rebuilt, two swampy sections required to be drained and the grade of several hills if possible improved.

The work done on this project includes the replacing of 12 wooden bridges by reinforced concrete culverts, the clearing of the right of way throughout, the grading of the roadway to a width of 18 feet, with road machine or hand dug ditches for the draining of same, the laying of 1,000 ft. of tile pipe for under-draining Bradley's, Weatherbie's and Lea's Hills, the excavation of 5,000 cu. yds. of earth and improvement of grade on all hills, and the placing of 1,015 feet of guard rail.

Some grading and road machine work still remain to be done before the Project is wholly completed.

#### PROJECT NO. 2

This project extends from Queen's Arms to New Haven, a distance of 8 miles. As no tender was received for this work, the clearing was sold in small lots by Public Auction and the rest of the work, including building of concrete culverts, ditching and grading, was performed by days' work. This proved to be a very satisfactory method, as the workmen living along the road developed a pride in the work, and there was no temptation to lessen hard excavation or use inferior material to cheapen the cost of construction. Twelve reinforced concrete culverts were built on this project, the low places were built up and the whole road carefully graded with the road machine to a width of 18 feet.

#### PROJECT NO. 3

This project extends from Kensington to Bryenton's Corner, a distance of 3 1-2 miles.

As the tenders received for this project were considered too high, it was started by days' work. The clearing of the right of way was completed and some concrete culverts built, but the bulk of the work still remains to be done.

## PROJECT NO. 4

This project includes that portion of the Western Road from O'Leary Road to Mt. Pleasant, a distance of 12 miles and was probably the worst 12 mile stretch in the Province.

The work already done on this Project includes 30,000 cu. yds. of excavation for grading and ditching besides that taken out for the foundation of 14 reinforced concrete culverts requiring the placing of about 200 cu. yds. of concrete.

Between 4 and 5 miles of low lying road were built up and in addition to 9 miles of hand dug side ditches, 2 miles of offtake ditches had be dug to drain this portion of the road. The right of way, which in many places was so overgrown with trees that they were encroaching upon the roadway, was cleared and close cut for a full width of 60 feet.

Particular pains were taken by the Contractor, Mr. P. G. Clark, to use the best material available for the surfacing of the road and he has succeeded in doing a very creditable piece of work.

## PROJECT NO. 5

The road included in this Project is the Souris-East Point Road from McMahon's Bridge to Elmira Road, a distance of 8 1-2 miles.

It was chosen for a project on account of the large number of bridges requiring to be rebuilt. 15 of these were replaced by reinforced concrete culverts, and one over Black Pond was replaced by a creosote pile bride 120' long with hard pine caps, steel I beams and concrete flooring, requiring for all the structures more than 300 cu. yds. of concrete. 3,500 cu. yds. of earth were excavated to fill hollows and improve grades, 3,600 ft. of guard rail were placed on dumps and 600 ft. of tile pipe laid to underdrain wet hills.

## PROJECT NO. 6

This project extended from Dundas to Rollo Bay, on the Dundas-Souris Road, a distance of 8 1-2 miles.

The work done on this project included the clearing of the right of way which was very much overgrown, the building up of swamps, ditching, grading and straightening of roadway involving the excavation of 4,500 cu. yds. of earth; the replacing of 15 wooden bridges by reinforced concrete culverts requiring 160 cu. yds. of concrete; the building of 540 feet of guard rail and grading with road machine the project throughout.

## PROJECT NO. 7

This project extended from Baker's Brook to Webster's Corner on the Johnson's River Road, a distance of 9 miles.



It includes several low portions of road which at certain seasons were almost impassable for lack of drainage, and other portions were so over grown with trees that the passing of two vehicles was difficult. Besides the clearing of the right of way, the work done on the project includes 6,000 cu. yds. of earth excavation for ditching and grading, the building of 11 concrete culverts and the laying of 600 ft. of 6-inch. tile as well as the widening and grading with the road machine of the road throughout.

### PROJECT NO. 8

The contract for this project, which extends from Montague to Alley's Mills, was let on Oct. 20th and with the exception of some clearing no work has yet been done on this project.

### CONCLUSION

The result of last year's experience leads to the conclusion that the work done on these projects, though only resulting in a good earth road with all its limitations is actually the foundation of the most permanent road than can be built.

By replacing wooden bridges with concrete culverts covered with earth and so forming a uniform road surface, by building up low places, cutting down hills and reducing grades, by opening good ditches to suitable outlets with the best grade available, there is done the first work and the most expensive work required in the making of a concrete or asphalt surfaced road, and if any part of a road can be considered permanent, the foundation work is best entitled to the claim.

In order, however, to get the best and most lasting results from the work already done, it is necessary that maintenance should begin as soon as the work is completed. The surface of earth roads is easily destroyed and easily repaired, and to prevent destruction and lessen repair there must be a system of maintenance similar to that adopted by the Railways, by which the road will be patrolled as far as possible continuously throughout the year, or at least the open summer season. The removal of obstructions in the drainage system, the prevention of ruts by the use of the road drag or the filling of holes immediately on appearance will result in a pleasing and satisfactory road for all our traffic throughout the summer season, and go very far to enable the road to withstand the traffic in the wet seasons of Fall and Spring.

To this end I would recommend that the system of Statute Labour with its uncertain, irregular and too brief attention be done away with on these improved roads, and part of the taxes used to pay a patrol man to maintain the road in its good condition.

I have the honor to be, Sir,

Your obedient Servant,

H. H. SHAW,  
Provincial Engineer.

## Tenders Received During the Year 1920

### ELLIS RIVER FERRY

M. J. McLennan, Central .....	\$ 350.00	Subsidy
Daniel P. McNeill, Grand River, Lot. 14 .....	425.00	"
P. J. Williams, Grand River, Lot 14 .....	648.00	"
Alex. Morrison, Grand River .....	650.00	"

### CHINA POINT FERRY

Ada C. Nelson, China Point .....	60.00	"
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### POPLAR POINT FERRY

J. W. Campbell, Poplar Point .....	450.00	"
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### McCANNELL'S FERRY

Thomas McNally, Webster's Corner .....	55.00	"
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### HURD'S POINT FERRY

P. C. Gallant, Summerside .....	1,700.00	"
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### BONSHAW FERRY

William McRae and T. L. Beaton, Bonshaw .....	495.00	"
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### ROCKY POINT FERRY

T. A. Stewart, New Dominion .....	4,250.00	"
P. A. Smith, Charlottetown .....	4,250.00	"
James Smith, Rocky Point .....	7,500.00	"
Alex McFadyen, Canoe Cove .....	9,800.00	"

### CRANBERRY FERRY

Joseph Weir, Scotchfort .....	20.00	"
John McBride, Scotchfort .....	19.00	"

### MURRAY HARBOR FERRY

James R. Clow, Point Pleasant .....	300.00	"
Freeman Reynolds, Murray Harbour .....	450.00	"





Ronald J. McDonald, Cable Head East .....	Poles 10' 11' 12' long at 10c each
R. J. McDonald, Cable Head East .....	Poles 15' long at 14c each
	" 14' " at 13c "
	" 13' " at 12c "

## LIGHT SIX McLAUGHLIN CAR

Wilfred C. Wright, Charlottetown .....	\$450.00
Prowse & McKinnon, Charlottetown .....	362.00
Thomas Ronaghan, Charlottetown .....	175.00
J. H. Wonnacott, Charlottetown .....	160.00
Ernest Rice, Charlottetown .....	200.00

## TENDERS FOR HARDWOOD PLANK

M. C. McPherson, Bellevue .....	Plank 12' or 16' long at \$40.00 per M. f.o.b. Grand View
A. M. Stewart, Belle River .....	Plank 16' long at \$40.00 per M f.o.b. Melville
A. McPherson & Son, Flat River .....	Plank 16' long at \$39.00 per M Plank 12' long at \$37.50 per M f.o.b. Melville
George S. McLeod, Fredericton .....	Plank 12' and 16' long at \$35.00 per M f.o.b. Fredericton
Michael McIntyre, Selkirk .....	Plank 16' long at \$34.00 per M L Plank 12' long at \$31.00 per M f.o.b. Selkirk
H. H. Acorn, Souris .....	Plank 16' long at \$45.00 per M Plank 12' long at \$40.00 per M f.o.b. Souris
John J. Mooney, Greenvale .....	Plank 16' long at \$50.00 per M f.o.b. Baltic
David Shepherd, Bear River .....	Plank 16' long at \$32.50 per M Plank 8' to 16' long at \$29.50 per M f.o.b. Bear River
John M. McKenzie, Melville .....	Plank 12' long at \$35.00 per M f.o.b. Melville

## PILES FOR OYSTER BED BRIDGE

Nectare Peters, Rusticoville .....	Spruce Covering at \$4.00 per 100 ft.
	Piles 20 ft. long at \$4.50 each
	Piles 25 ft. long at \$5.00 each

W. R. Seaman, Brackley Point .....	52 piles for \$195.00
Alvin Shaw, Brackley Point .....	52 piles, 20' long for \$180.00
William M. McRae, Wheatley River .....	52 piles, 20' to 25' long at 25c per ft.
A. B. Dickieson, New Glasgow .....	52 piles at \$6.00 each
J. Lorenzo Stevenson, New Glasgow .....	52 piles at \$5.00 each
Robert Shaw, Brackley Point .....	52 piles, 25' long for \$225.00
Ken. D. Mathieson, Oyster Bed Bridge .	Piles 25' to 25' long at 25c per lineal ft.
William Munn, Hunter River .....	52 piles 20' to 25' long for \$250.00
John McInnis, Winsloe .....	piles 20' to 25' long at 30c per foot.

## TENDERS FOR FALCONWOOD HOSPITAL

Flour—May 29, 1920

Per bbl.

Carter & Co., Charlottetown—Queen City in wood .....	\$13.45
N. Rattenbury & Son, Charlottetown,—Beaver .....	14.50
G. H. Toombs, Charlottetown—Beaver .....	16.00
G. T. Toombs, Charlottetown—Queen City .....	15.00

## FLOUR TENDER—RECEIVED NOV. 22, 1920

G. H. Toombs, Charlottetown—Beaver, in wood .....	\$12.35
G. H. Toombs, Charlottetown—Beaver, in bags .....	11.20
A. Horne & Co., Beaver or Queen City, in wood .....	12.40
A. Horne & Co., Charlottetown—Beaver or Queen City, in bags .....	11.25
N. Rattenbury & Son, Charlottetown—in wood .....	12.35
N. Rattenbury & Son, Charlottetown—in bags .....	11.10
Carvell Bros., Charlottetown—Garden City, in bags .....	11.80
DeBlois Bros., Charlottetown—Queen City, in wood .....	12.05
DeBlois Bros., Charlottetown, in bags .....	10.90
Carter & Co., Charlottetown—Queens City, in wood .....	12.75
Carter & Co., Charlottetown, Garden City, in bags .....	11.75
Carter & Co., Charlottetown—Queen City, in bags .....	11.75
Wolverton Milling Co., Wolverton, Ont.—Prince, in wood .....	12.25
Per S. C. Moore—Prince, in bags .....	11.40
Per S. C. Moore—Prince, in jute .....	11.10
Waugh & Stevens, Summerside, equal to Beaver or Kent, in jute .....	11.16

## BROOMS

N. Rattenbury & Son, Charlottetown, per dozen .....	\$8.00 to \$10.00
Alten Lohnes, Charlottetown, per dozen .....	8.00 to 12.25
J. A. Farquharson, Charlottetown, per dozen .....	7.50 to 9.75
Beer & Weeks, Charlottetown, per dozen .....	7.50 to 13.80
A. J. Gallant, St. Chrysostum, per dozen .....	7.50 to 8.70

## REMOVING OLD BOILER AND PLACING NEW BOILER

Richard Quinn, Charlottetown .....	\$705.00
Henry J. Phillips & A. McLean, Charlottetown .....	750.00

## FRESH CODFISH

Alex. Watts, Grand Tracadie .....	8c per lb.
Nectair Peters, Rustico .....	10c per lb.
J. T. Crockett & Co., Charlottetown .....	8 1-2c per lb.

## DRY CODFISH AND HAKE

Joseph Read & Co., Summerside .....	6c to 9 1-2c per lb.
N. J. McDonald, Grand Tracadie .....	8c to 10 1-2c per lb.
Frank H. Watts, York .....	7c to 10c per lb.
Matthew & McLean Ltd., Souris .....	7c to 10c per lb.
R. C. Clark, Mt. Stewart .....	8 1-2c to 11c per lb.
N. Rattenbury Ltd., Charlottetown .....	10 3-4c per lb.
J. A. Farquharson, Charlottetown .....	11c per lb.
Fred W. Watts, York .....	7c to 11c per lb.
Alfred J. Watts, Pleasant Grove .....	8c to 10c per lb.
G. H. Toombs, Charlottetown .....	9c per lb.
J. W. McDonald, Grand Tracadie .....	5 1-2c to 7 1-2c per lb.
J. T. Crockett & Co., Charlottetown .....	7 1-2c to 11c per lb.

## TENDERS FOR TEA

John McNevin, Charlottetown .....	46c per lb.
N. Rattenbury, Charlottetown .....	45c “ “
G. H. Toombs, Charlottetown .....	49c “ “
J. A. Ferquharson & Co., Charlottetown .....	47c “ “

## TENDER FOR BUTTER

O'Leary Dairying Co., O'Leary .....	55c “ “
N. Rattenbury, Charlottetown .....	62 1-2c “
Dillon & Spillett, Charlottetown .....	62 1-2c “
T. A. Stewart (Lot 65 Creamery) .....	57c “ “

## TENDERS FOR ATTENDANTS' UNIFORMS

McLellan Bros., Charlottetown .....	\$58.00 to \$64.00
D. A. Bruce, Charlottetown .....	56.00
J. T. McKenzie, Charlottetown .....	45.00
John McLeod, Charlottetown .....	50.00 to 70.00

## PLUMBING SUPPLIES

Stanley, Shaw & Peardon, Charlottetown .....	\$550.00
Bruce Stewart & Co., Charlottetown .....	550.00

## COAL TENDERS

A. Pickard & Co., Charlottetown .....	\$9.70 to \$10.25 per ton	
Buntain & Bell, Charlottetown .....	\$11.20 per ton	
Buntain & Bell, Charlottetown .....	\$10.75, \$11.85 and \$13.35	
J. Carragher & Co., Charlottetown .....	\$10.00 per ton	

## COAL TENDERS—Provincial Building

A. Pickard & Co., Charlottetown .....	\$10.20 to \$11.00 per ton	
Buntain & Bell, Charlottetown .....	10.50	" "
J. Carragher & Co. ....	10.50	" "

## LAW COURTS

George McDonald, Charlottetown R. R. ....	\$ 9.25	" "
A. Pickard & Co., Charlottetown .....	10.00 to \$10.85	" "
Buntain & Bell, Charlottetown .....	10.50	" "
J. Carragher & Co., Charlottetown .....	10.50	" "

## PRINCE OF WALES COLLEGE

A. Pickard & Co., Charlottetown .....	\$10.10 to \$10.85	" "
Buntain & Bell, Charlottetown .....	10.50	" "
J. Carragher & Co., Charlottetown .....	10.50	" "
George McDonald, Charlottetown .....	9.25	" "

## QUEENS COUNTY JAIL

A. Pickard & Co., Charlottetown .....	\$10.20 to \$10.95	" "
Buntain & Bell, Charlottetown .....	10.65	" "
J. Carragher & Co., Charlottetown .....	10.50	" "
George McDonald, Charlottetown .....	9.25	" "

## PRINCE COUNTY JAIL

Joseph Read & Co., Summerside .....	\$ 9.85 to \$10.40	" "
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## Highway Improvement Tenders

### TENDERS FOR REINFORCING STEEL (20 TONS)

Brace, McKay & Co., Summerside, P. E. Island .....	\$1,800.00
McKinnon Steel Co. Ltd., Sherbrooke, Quebec .....	1,900.00
Nova Scotia Steel and Coal Co., New Glasgow, N. S. ....	1,996.00
Maritime Bridge Co. Ltd., New Glasgow, N. S. ....	2,076.00

### TENDERS FOR CEMENT (8,000 BAGS)

Brace, McKay & Co., Summerside .....	8,640.00
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### PROJECT NO. 1.

Tenderer—J. J. McKinnon and J. B. Newell, Charlottetown, P. E. I.

Common Excavation per c. yd. 65c; Rock Excavation per c. yd. \$5.00; Overhaul 3 1-2c; Reinforced concrete per c. yd. \$23.50; Mass Concrete per c. yd. \$21.75; Grading per mile \$150.00; Surfacing per mile \$100.00; Rail per ft. 60c; Clearing \$600.00; Man per hour 50c; Horse per hour 25c.

### PROJECT NO. 3

Tenderer—James Pendergast, Kensington, P. E. Island.

Common Excavation per c. yd. \$1.20; Rock Excavation per c. yd. \$10.00; Overhaul \$1.50; Reinforced Concrete per c. yd. \$15.00; Mass Concrete per c. yd. \$13.50; Grading per mile \$125.00; Surfacing per mile \$25.00; Laying tile per ft. 6 1-2c; Field Stone per cub. yd. \$6.00; Rail per ft. 9c; Clearing \$400.00; Man per man 40c; Horse per hour 25c; Gravel surface per cub. yd. \$5.00.

Tenderer—Wm. D. Sutherland, Kensington, P. E. Island.

Common excavation per c. yd. \$1.20; Rock Excavation per c. yd. \$10.00; Overhaul 60c; Reinforced Concrete per c. yd. \$15.00; Mass Concrete per c. yd. \$13.50; Grading per mile \$125.00; Surfacing per mile \$25.00; Laying Tile per ft. 6 1-2c; Field Stone per c. yd. \$6.00; Rail per ft. 9c; Clearing \$430.00; Man per hour 45c; Horse per hour 25c; Gravel surfacing per c. yd. \$4.50.



Tenderer—John J. McNally, Summerside.

Common Excavation per c. yd. 65c; Overhaul 3c; Reinforced Concrete per c. yd. \$29.00; Mass Concrete per c. yd. \$25.00; Grading per mile \$175.00; Surfacing per mile \$55.00; Laying Tile per ft. \$1.00; Field Stone per c. yd. \$5.00; Clearing \$470.00; Man per hour 50c; Horse per hour 25c.

#### PROJECT NO. 4

Tenderer—Peter G. Clark, Summerside, P. E. Island

Common Excavation per c. yd. 60c; Rock Excavation per c. yd. \$2.00; Overhaul 4c; Reinforced Concrete per c. yd. (a) \$30.00; (b) \$26.00; Mass Concrete per c. yd. (a) \$28.00; (b) \$24.00; Grading per mile \$100.00; Surfacing per mile \$75.00; Laying Tile per ft. 25c; Field Stone per c. yd. \$5.00; Railing per ft. 50c; Clearing \$1,000.00; Man per hour 40c; Horse per hour 20c; Gravel surfacing per c. yd. \$3.00.

#### PROJECT NO. 5

Tenderer—Henry James Phillips, Charlottetown, P. E. Island

Common excavation per c. yd. \$0.75; Rock Excavation per c. yd. \$3.75; Overhaul 5c; Reinforced Concrete per c. yd. \$17.00; Mass Concrete per c. yd. \$16.00; Grading Roadway per mile \$120.00; Surfacing per mile \$45.00; Laying Tile per ft. 60c; Field Stone per c. yd. \$8.00; Rail per ft. 40c; Man per hour 40c; Horse per hour 20c.

#### PROJECT NO. 6

Tenderer—Henry James Phillips, Charlottetown, P. E. Island

Common Excavation per c. yd. 65c; Rock Excavation per c. yd. \$3.75; Overhaul 5c; Reinforced Concrete per c. yd. \$17.00; Mass Concrete per c. yd. \$16.00; Grading Roadway per mile \$125.00; Surfacing per mile \$45.00; Laying Tile per ft. 60c; Field Stone per c. yd. \$8.00; Rail per ft. 40c; Man per hour 40c; Horse per hour 20c.

#### PROJECT NO. 7

Tenderer—T. P. Cullen, Sherwood, P. E. Island

Common Excavation per c. yd. 65c; Rock Excavation per c. yd. \$5.00; Overhaul 3 1-2c; Reinforced Concrete per c. yd. \$21.50; Mass Concrete per c. yd. \$19.00; Grading Roadway \$308.00 per mile; Surfacing \$15.00 per mile; Laying Tile per ft. 45c; Field Stone per c. yd. \$3.00; Rail per ft. 65c; Clearing \$800.00; Man per hour 35c; Horse per hour 15c.



## PROJECT NO. 8

Tenderer—W. H. Poole, Montague, P. E. Island.

Common Excavation per c. yd. 72c; Rock Excavation per c. yd. \$5.00; Overhaul 4c; Reinforced Concrete per c. yd. (a) \$35.00; (b) \$30.50; Mass Concrete per c. yd. (a) \$30.00; (b) \$26.50; Grading per mile \$200.00; Surfacing per mile \$100.00; Laying Tile per ft. 30c; Field Stone per c. yd. \$5.50; Railing per ft. 30c; Clearing \$1,000.00; Man per hour 45c; Horse per hour 30c; Graveling surface per c. yd. \$4.25.

Tenderer—H. M. Downing, Borden and John P. Beer, Montague, P.E.I.

Common excavation per c. yd. 68c; Rock Excavation per c. yd. \$5.00; Overhaul 3c; Reinforced Concrete per c. yd. (a) \$33.00; (b) \$28.50; Mass Concrete per c. yd. (a) \$29.00; (b) \$24.50; Grading per mile \$165.00; Surfacing per mile \$85.00; Laying tile per ft. \$2.40; Field Stone per c. yd. \$4.50; Railing per ft. 26c; Clearing \$850.00; Man per hour 40c; horse per hour 25c; Gravel surfacing per c. yd. \$3.00.

Tenderer—R. W. Stewart, Montague, P. E. Island

Common Excavation per c. yd. 65c; Rock Excavation per c. yd. \$3.75; Overhaul 3 1-2c; Reinforced concrete per c. yd. \$16.25; Mass Concrete per c. yd. \$15.25; Grading per mile \$120.00; Surfacing per mile \$45.00; Laying Tile per ft. 5 1-2c; Field Stone per c. yd. \$5.00; Railing per ft. 45c; Clearing \$250.00; Man per hour 40c; Horse per hour 20c.

## Summary of Expenditure Department of Public Works For Year 1920.

### PUBLIC BUILDINGS

Government House .....	\$	727.77	
Provincial Building .....		5,424.75	
Prince of Wales College .....		7,050.71	
Falconwood Hospital and Prov. Infirmary .....		118,166.34	
Court House—Charlottetown .....		2,125.53	

### COUNTY COURTS

Queen's County .....	\$	125.00	
Prince County .....		141.60	
King's County .....		81.57	
			348.17

### JAILS

Queen's County Jail .....	\$	2,190.87	
Prince County Jail and Court House .....		2,487.06	
King's County Jail and Court House .....		531.50	5,209.43
			139,052.70

### FERRIES

S. S. Hollsboro and Rocky Point .....	\$	16,020.63	
Less receipts .....		35.40	
			15,985.23
Queen's County Ferries .....		1,980.63	
Prince County Ferries .....		4,258.06	
King's County Ferries .....		10,732.18	16,970.87
			32,956.10

## MISCELLANEOUS

Travelling expenses, Commissioner Public Works .....	\$ 400.00	
Travelling expenses, Engineers .....	334.23	
Horse Feed, etc. ....	177.54	
Agricultural Hall, Summerside .....	168.24	
Agricultural Hall, Charlottetown .....	39.29	
Automobile, etc. ....	1,624.20	
Road Machinery .....	1,119.91	
Telephones .....	933.35	
St. Peter's Island Light .....	50.00	
Clerical Assistance .....	254.00	
Mud Dredge .....	582.98	
Mud Track—Oyster Bed Bridge .....	15.00	5,698.74

## ROADS

Queen's County .....	\$ 9,045.76	
Prince County .....	7,617.40	
King's County .....	8,094.81	
	<u>\$24,757.97</u>	
Less Revenue from Inspectors and Overseers .....	1,047.06	23,710.91

## BRIDGES

Queen's County .....	\$21,228.91	
Prince County .....	10,846.07	
King's County .....	12,348.50	
	<u>44,423.48</u>	
Road Master's Salaries and Commission .....		2,614.82
Road Inspector's Salaries .....		5,118.75
Packets .....		5,000.00
Wharves .....		2,664.97
Bushing Ice .....		983.92
Total Ordinary Expenditure .....		<u>\$262,224.39</u>

## CAPITAL ACCOUNT

Black Pond Bridge .....	\$2,955.11	
Indian Reserve Bridge .....	250.00	
Irving's Bridge .....	785.76	
Sundry Permanent Bridges .....	41.46	
	<u>4,032.33</u>	
Rights of Way .....	1,358.50	5,390.83
Total Ordinary and Capital Expenditure .		<u>\$267,615.22</u>

## HIGHWAY IMPROVEMENT ACCOUNT

Forward .....		\$267,615.22
Project No. 1 .....	\$16,919.75	
“ No. 2 .....	10,411.75	
“ No. 3 .....	1,975.22	
“ No. 4 .....	33,871.86	
“ No. 5 .....	14,260.39	
“ No. 6 .....	10,860.21	
“ No. 7 .....	9,508.10	
“ No. 8 .....	260.86	
General Account .....	311.65	
For services and use of trucks, car, and road machinery	3,115.00	101,494.79
Total Expenditure .....		\$369,110.01

L. B. McMILLAN,

Secretary of Public Works.

APPENDIX A.

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**Contracts Finished**  
**1920.**

## PUBLIC CONTRACTS ACCEPTED AND ENTERED INTO DURING THE YEAR 1920

In Whose Favor	Nature of Contract	Where Situate	When to be Completed	Amount of Contract	Paid during 1920	Balance	Remarks
A. Pickard & Co	Coal, etc.	Provincial Building	1920	\$ 2,025.80	\$ 2,025.80		
A. Pickard & Co	"	Prince of Wales College	"	3,940.31	3,940.31		
Buntain & Bell	"	Falconwood Hospital	"	1,820.81	1,820.81		
Carvell Bros	Groceries	"	"	1,056.52	1,056.52		
Carraher & Co., J.	Coal	"	"	3,458.81	3,458.81		
Carter & Co	Flour, etc.	"	"	3,047.75	3,047.75		
Lillion & Spillett	Butter	"	"	4,032.72	4,032.72		
Flynn Bros.	Tobacco	"	June 30, 1920	290.00	290.00		
Farquharson, J. A. & Son	Groceries	"	1920	1,649.17	1,649.17		
Goff Bros	Boots and Shoes	"	"	751.07	751.07		
Hazelbrook Dairy Co.	Butter	"	"	2,434.84	2,434.84		
Jenkins & Sons	"	"	"	1,947.09	1,947.09		
John T. McKenzie	"	"	"	747.00	747.00		
Leagey, Brady & Co.	Unitonits	"	"	4,340.54	4,340.54		
McLeod & McInnis	Bacon, Dry Goods	"	"	665.48	665.48		
John McNeill	Tobacco	"	"	1,885.15	1,885.15		
New Perth Creamery	Tea	"	"	1,317.68	1,317.68		
Prowse Bros.	Bu'er	"	"	3,563.06	3,563.06		
Pickard & Co.	Dry Goods	"	"	7,512.73	7,512.73		
N. Rattenbury, Ltd.	Coal	"	"	4,943.52	4,943.52		
Sims Packing Co.	Groceries	"	"	395.45	395.45		
Toombs, G. H.	Sausages	"	"	1,866.71	1,866.71		
Watts, Alex.	Codfish	"	"	997.52	997.52		
Quinn, Richard	Removing Boiler, etc	"	"	705.00	705.00		
Curragher & Co., J.	Coal	Law Courts	"	1,281.66	1,281.66		
Read & Co., Joseph	"	Queen's Co. Jail	"	889.35	889.35		
Fennell & Chandler	"	Prince Co. Jail	"	1,172.68	1,172.68		
T. A. Stewart	"	S. S. Hillsboro.	"	2,045.83	2,045.83		
Joseph Weir	Muntz Metal, etc	Ch'town Rocky Point	Season 1920	4,250.00	3,200.00	1,050.00	
William McInnis	Ferry	Cranberry	"	20.00	10.00	10.00	
Ada Nelson	"	York Point	"	473.00	473.00	60.00	
Thomas McNally	"	China Point	"	60.00		27.50	
Wm. McRae & L.T. Beaton	"	McCamel Ferry	"	55.00	27.50	245.00	
P. C. Gallant	"	Bonshaw	"	495.00	250.00		
Georgetown Ferry Co.	"	Harold's Point	"	1,500.00	1,500.00		
John A. Morrison	"	Georgetown, L. Montague	"	4,200.00	4,200.00		
	"	Annandale	"	500.00	180.00	320.00	





## PUBLIC CONTRACTS ENTERED INTO DURING THE YEAR 1920—Continued.

In Whose Favor	Nature of Contract	Where Situate	When to be Completed	Amount of Contract	Paid during 1920	Balance	Remarks
Carried Forward...	Bridge	.....	1920	\$ 85,145.65	\$ 82,433.15	\$ 2,712.50	R. Div. No. 5 Prince
David Griffin	do	McDonald	do	74.00	74.00		do 5 do
Charles McGregor	do	Beaton	do	425.00	425.00		do 6 do
George Nisbet	do	Ballum	do	107.35	107.35		do 7 do
George Adams	do	McDonald	do	140.00	140.00		do 9 do
Azade J. Arsenauff	do	McNally's	do	100.00	100.00		do 9 do
Eugene Brooks	do	Union Corner	do	50.00	50.00		do 9 do
Paul Perry	do	Dickie	do	200.00	200.00		do 12 do
Robert Hogg	do	Waite's	do	98.00	98.00		do 12 do
William McLeod	do	Warren's Mill	do	110.00	110.00		do 13 do
Henry Hardy	do	Long Creek	do	1,450.00	1,450.00		R. D. No. 32 Kings
Joseph A. McDonald	do	Malone	do	75.00	75.00		R. D. No. 51 do
Stephen Drain	do	McKinnon's Mill	do	100.00	100.00		do 1 do
Joseph McIntyre	do	Rose's Mill	do	300.00	300.00		do 1 do
George McDonald	do	South Lake	do	150.00	150.00		do 2 do
Donald A. McDonald	do	McPhee	do	100.00	100.00		do 2 do
John L. McDonald	do	McCormac	do	50.00	50.00		do 2 do
Jarvis Hennessey	do	Big Pond	do	80.00	80.00		do 3 do
John A. McDonald	do	McDonald	do	190.00	190.00		do 3 do
Joseph McEachern	do	New Road	do	115.00	115.00		do 3 do
Daniel R. McDonald	do	Naufrage	do	500.00	500.00		do 4 do
John Wilson	do	Black Mill	do	100.00	100.00		do 5 do
Walter Douglass	do	Douglass	do	138.00	138.00		do 5 do
William Praught	do	Praught	do	89.00	89.00		do 5 do
Alfred Jay	do	McEwen	do	150.00	150.00		do 5 do
Alfred Jay	do	McDonald	do	119.00	119.00		do 6 do
Joseph Sauphy	do	Baldwin's Road	do	170.00	170.00		do 6 do
Leslie Campbell	do	Montague Road	do	100.00	100.00		do 6 do
Hugh T. McLean	do	County Line Road	do	110.00	110.00		do 6 do
Anthony McDonald	do	Hazel Green Road	do	50.00	50.00		do 7 do
Felix Gallant	do	Foley	do	425.00	425.00		do 7 do
Peter A. McDonald	do	Peakes	do	339.00	339.00		do 7 do
Charles Keefe	do	Underhay's	do	80.00	80.00		do 9 do
Neil Ross	do	McInnis Brook	do	54.00	54.00		do 9 do
Sidney B. Llewellyn	do	Graham's	do	100.00	100.00		do 10 do
Charles A. Steele	do	Hicken's	do	65.00	65.00		do 10 do
Michael McIntyre	Lumber	Morell Bridge	do	500.00	500.00		

R. J. McDonald	Poles	St. Peters Bay	do	258.80	258.80
J. J. McKinnon and J. B. Newell	Highway Improvement	Project No. 1	do	12,347.07	12,347.07
P. G. Clark	do	do	do	29,927.09	29,927.09
Henry J. Phillips	do	No. 4	do	9,287.46	9,287.46
Henry J. Phillips	do	No. 5	do	7,322.11	7,322.11
T. P. Cullen	do	No. 6	do	8,487.97	8,487.97
Brace McKay & Co.	Cement	No. 7	do	7,444.19	7,444.19
Brace McKay & Co.	Iron		do	2,329.15	2,329.15
TOTAL				\$169,552.84	\$166,840.34
					\$ 2,712.50

L. B. McMILLAN,

Secretary of Public Works.

## STATEMENT OF UNFINISHED CONTRACTS ON DECEMBER 31ST, 1920

In Whose Favor	Nature of Contract	Where Situate	When to be Completed	Amount of Contract	Paid during 1920	Balance	Remarks
M. J. McLennan	Ferry	Ellis River	Season, 1920	\$ 350.00	\$	\$ 350.00	
T. A. Stewart	do	Ch'town-Rocky Point	do	4,250.00	3,200.00	1,050.00	
Joseph Weir	do	Crauberry	do	20.00	10.00	10.00	
Ada Nelson	do	China Point	do	60.00		60.00	
Thomas McNally	do	McCannell Ferry	do	55.00	27.50	27.50	
Wm. McRae and L. T. Beaton	do	Bonshaw	do	495.00	250.00	245.00	
John A. Morrison	do	Annandale	do	500.00	180.00	320.00	
J. W. Campbell	do	Popular Point	do	425.00		425.00	
Freeman Reynolds	do	Murray Harbor	do	450.00	225.00	225.00	
				\$ 6,605.00	\$ 3,892.50	\$ 2,712.50	

L. B. MCMILLAN,

Secretary of Public Works.

APPENDIX B.  
**Road Master's Returns**  
**1920.**



SUMMARY OF ROAD MASTER'S RETURNS 1920.—Prince County  
DIVISION NO. 1.

No. of Road Dis.	Name of Road Master	Personal Tax	Horse Tax	Dog Tax	Total Taxes	Amt. Paid by Labor	Amount Collected in Cash	Amount not Collected	Amount Paid out in Cash	Amount Paid into Dept. or on hand	REMARKS
18	Thomas Butler	50.00	17.25	6.00	73.25	73.25	8.00	17.20		8.00	
19	Patrick Poirier	85.00	25.50	5.00	115.50	90.30					
20	Joseph F. Perry, (Returns not complete)	50.00			50.00						
21	John Dalton	80.00	45.00	15.00	140.00	128.50	1.75	9.75		1.75	
22	Martin A. Doyle	40.00	20.25	11.00	71.25	71.25	9.75			.75	
26	Peter Brennan	62.50	19.50	3.00	85.00	75.25	8.00	5.00	9.00	1.17	
111	Jerome L. Arsenault	80.00	21.00	1.00	102.00	89.00	8.00		6.83		
112	John P. Peters	67.50	36.00	9.00	112.50	103.25	2.50	6.75	2.50		
115	Joseph M. Doucette	315.00	78.00	30.00	423.00	273.00	141.00	9.00		141.00	
124	Thomas Gallant	40.00	24.00	5.00	69.00	69.00					
145	William Richard	47.50	18.75	8.00	74.25	74.25					
151	John Shea	60.00	27.00	5.00	92.00	92.00					
172	Joseph E. Perry	65.00	23.25	4.00	92.25	86.50	5.75		5.75		
177	Maderic Perry	35.00	14.25	2.00	51.25	45.35	6.25	1.65	3.40	2.85	

DIVISION NO. 2.

16	Thomas Coughlin	67.50	44.25	5.00	116.75	90.75	26.00			26.00	
17	Thomas Cannon, (Returns not complete)	92.50	36.75	6.00	135.25						
24	Michael Martin	97.50	39.75	8.00	145.25	140.50	4.75			4.75	
25	Onesime Desroches, (Returns not complete)	85.00	31.50	8.00	127.50						
27	T. M. Ryan	65.00	30.00	10.00	105.00	104.25		.75			
28	Nicholas A'Hearn	77.50	42.00	11.00	130.50	128.00		2.50			
29	John Desroches, (Returns not complete)	40.00	27.00	9.00	76.00						
30	J. Wilbert Cahill	87.50	61.50	15.00	164.00	91.00		73.00			
43	Martin Kinch	72.50	51.00	9.00	132.50	102.12	30.38			30.38	
44	Ramsay Hardy	72.50	57.00	6.00	135.50	84.68	50.82		15.00	35.82	

137 Narcisse Richard	105.00	31.50	9.00	145.50	102.25	34.50	8.75	32.60	1.90
152 Joseph Perry	57.50	19.50	4.00	81.00	81.00				
154 Hammond Crockett	42.50	24.75	9.00	76.25	59.75	8.25	8.25		8.25
158 I. T. Reid	110.00	32.25	14.00	156.25	81.25	45.00	30.00	40.12	4.88
167 Paul Gaudet	115.00	30.00	13.00	158.00	158.00				
171 Albert O'Brien	37.50	23.25	5.00	65.75	56.75	2.25	6.75		2.25
176 John A'Hearn	20.00	13.50	3.00	36.50	31.00	2.50			2.50

## DIVISION NO. 3.

15 William McKendrick	85.00	41.25	18.00	144.25	112.00	32.25		32.25	
31 Craswell W. Weeks	82.50	54.00	9.00	145.50	120.25	25.25		15.38	9.87
32 Allan Matthews	60.00	53.25	7.00	120.25	95.00	13.75	11.50	10.50	3.25
37 F. A. Matthews	100.00	57.00	12.00	169.00	108.75	59.50	.75	59.50	
110 Ambrose Corcoran	70.00	12.00	6.00	118.00	103.25	10.50	4.25	10.50	
127 Charles H. Johnson	57.50	47.25	2.00	106.75	100.00	6.75		6.75	
157 Arnold O'Holloran	62.50	42.75	13.00	118.25	118.25				
161 George Barnett	67.50	51.75	8.00	130.25	111.75	18.50		15.75	2.75
168 David F. Hardy	57.60	48.75	8.00	114.25	102.50	11.75		11.75	

## DIVISION NO. 4.

9 William Cornish	67.50	46.50	5.00	119.00	108.00	11.00		11.00	
10 Murray Gordon	80.00	51.00	4.00	138.00	123.50	14.50		14.50	
33 Russel Bell	77.50	45.00	5.00	127.50	107.50	20.00		20.00	
34 H. R. Lockerby	90.00	56.25	9.00	155.25	143.50	11.75		11.75	
35 James Currie	77.50	39.75	12.00	129.25	90.50	36.25	2.50	36.25	
36 Leon Peters	57.50	33.75	8.00	99.25	65.25	33.25	.75	30.70	2.55
106 Dan. M. Arsenault	62.50	25.50	6.00	94.00	80.50	.75	12.75	.75	
113 Edward Bryan	77.50	41.25	10.00	128.75	107.00	16.75	5.00	16.75	
114 George Webb	95.00	54.75	7.00	156.75	116.75	40.00		23.40	16.60
123 Allan F. McArthur, (Returns not received)									
155 John R. Saunders	75.00	29.25	13.00	117.25	88.75	16.00	12.50	16.00	
156 Paul J. Gallant	107.50	44.25	9.00	160.75	128.87	31.88		22.00	9.88
175 R. H. Jelly	132.50	33.75	8.00	174.25	31.25	140.50	2.50	131.62	5.88

## SUMMARY OF ROAD MASTER'S RETURNS, 1920—Prince County—Continued

## DIVISION NO. 5.

No. of Road Dis.	Name of Road Master	Persona Tax	Horse Tax	Dog Tax	Total Taxes	Amt Paid by Labor	Amount Collected in Cash	Amount not Collected	Amount Paid out in Cash	Amount Paid in to Dept. on hand	REMARKS
12	Jabez McDougall	102.50	57.75	11.00	171.25	84.50	76.00	10.75	76.00		
13	John H. McWilliams	97.50	57.75	5.00	160.25	108.20	43.50	8.55	43.50		
14	J. Albert Griffin	87.50	57.25	5.00	149.75	134.50	11.25		11.25		
38	Wilfred H. Norman	55.00	35.25	4.00	94.25	54.00	31.00	6.25	34.00		
39	David McDonald	67.50	48.00	5.00	120.50	81.57	38.93		27.17	11.76	
40	Thomas Harris, Sr.	125.00	91.50	19.00	235.50	181.17	54.33		52.01	2.32	
41	Walter McWilliams	50.00	27.00	4.00	81.00	70.08	10.92		10.92		
42	Bertram McLellan	72.50	48.75	4.00	125.25	119.25	6.00		4.60	1.35	
105	George Thomas, (Returns not complete)	75.00	41.25		119.25						
141	Samuel Frizzel	57.50	37.50	3.00	98.00	91.50	6.50		6.50		
161	Frederick Smith	45.00	18.00	2.00	65.00	51.59	10.91	2.50	10.91		
163	William Morrison	40.00	21.00	7.00	68.00	68.00					
181	Gordon Adams	40.00	25.50		65.50	65.50					

## DIVISION NO. 6.

8	John Ashton	82.50	39.00	4.00	125.50	125.50					
11	J. D. McLeod	65.00	48.75		113.75	97.00	9.50	7.25	9.50		
49	Charles T. Moore	67.50	39.75	8.00	115.25	115.25					
51	Alex. McFayden	90.00	27.00	15.00	132.00	99.62	14.75	17.63	13.75	1.00	
107	William Milligan	60.00	39.75	7.00	106.75	98.50	8.25	8.25	8.25		
174	Hugh D. Smith	32.50	15.75	9.00	57.25	43.50	1.50	12.25	1.50		
179	George McKie	65.00	32.25	14.00	111.25	107.25	20.50	4.00	11.99	8.51	
182	J. Sargent Phillips	45.00	38.25	10.00	93.25	70.25		2.50			
183	Bannerman Mitchell, (Returns not comp.)	50.00	25.50	4.00	79.50						
184	Amos McLean	60.00	35.25	5.00	100.25	100.25					

## DIVISION NO. 7

4 Percy G. Ellis	\$ 80.00	\$ 56.25	\$ 9.00	\$ 145.25	\$ 125.50	\$ 17.25	\$ 2.50	\$ 17.25
5 E. Maynard	87.50	48.00	10.00	145.50	138.25		7.25	
6 A. Bannerman McDonald	35.00	26.25	5.00	66.25	54.00	6.25	6.00	6.25
7 William Smith	85.00	44.25	16.00	145.25	132.25		13.00	
45 R. C. Henderson	90.00	45.75	15.00	150.75	145.75		5.00	
46 Jabez Williams	112.50	52.50	10.00	175.00	103.00	62.00	10.00	33.45
47 Samuel Dymont	57.50	45.75	3.00	106.25	106.25			
48 Frederick Yeo	47.50	36.00	2.00	85.50	85.50			
50 Arthur Miller	65.00	48.75	7.00	120.75	108.25		12.50	
194 R. Reagh Williams	60.00	39.75	19.00	118.75	114.00		4.75	
162 E. McNevin	67.50	42.00	11.00	120.50	105.00	11.50	4.00	11.50
165 Colin McKay	70.00	27.75	15.00	112.75	93.50	11.75	7.50	11.75
178 Robert Murray	52.50	30.00	9.00	91.50	81.00	4.00	6.50	4.00
180 Nelson Palmer	50.00	16.50	4.00	70.50	68.00	2.50		2.50
185 William H. Phillips	17.50	11.25	4.00	32.75	32.75			

## DIVISION NO. 8

1 Angus McKinnon	\$ 117.50	\$ 76.50	\$ 3.00	\$ 202.00	\$ 195.75	\$ 6.25	\$ 5.00	\$ 6.25
2 Patrick McLellan	62.50	34.50	2.00	99.00	94.00	5.00		
3 James Sullivan	67.50	33.00	2.00	102.50	102.50			
52 Augustine McIntyre	55.00	42.75	3.00	100.75	88.62	12.13		6.94
56 Augustine Arsenault	97.50	55.50	3.00	156.00	146.00	10.00		10.00
136 James Gomm (Returns not complete)	57.50	34.50	13.00	105.00				
138 William Maddin	55.00	26.25		81.25	81.25			
166 Emile Arsenault	67.50	21.75	8.00	97.75	70.75	26.50		
170 John M. Arsenault	32.50	13.50	2.00	48.00	48.00		26.50	



## SUMMARY OF ROAD MASTER'S RETURNS 1920.—Prince County

## DIVISION NO. 9

No. of Road Dis.	Name of Road Master	Personal Tax	Horse Tax	Dog Tax	Total Taxes	Amnt. paid by Labor	Amount Collected in Cash	Amount not Collected	Amount Paid out in Cash	Amount Paid into Dept. or on hand	REMARKS
53	Jerome Bernard	70.00	40.50	8.00	118.50	100.00	13.50	5.00	4.50	9.00	
54	Anthony C. Gallant	65.00	24.00	5.00	94.00	77.75	13.75	2.50		13.75	
55	Winfred McNally	135.00	61.50	9.00	205.50	198.00	2.50	5.00		2.50	
58	John R. Brooks	40.00	21.75	3.00	64.75	64.75					
59	Matthew J. Poirier	137.50	54.00	1.00	192.50	167.20	18.95	6.35		18.95	
60	Sylvain Gallant	77.50	41.25	7.00	12.75	111.75	3.50	10.50		3.50	
148	Philbert J. Gallant	57.50	31.50	1.00	90.00	90.00					
160	Bernard McNally	40.00	18.00	4.00	62.00	52.00	10.00			10.00	
173	Daniel A. Arsenault	25.00	12.00	5.00	42.00	42.00					

## DIVISION NO. 10

61	Charles E. Ayers	77.50	52.50	13.00	148.00	145.50		2.50			
62	E. L. Miller	87.50	62.25	4.00	153.75	130.75	14.25	8.75		14.25	
63	Frederick McKinnon	75.00	33.00	8.00	116.00	116.00					
64	Thomas Yeo (Returns not received)										
169	Berd, McDonald (Returns not received)										

## DIVISION NO. 11

96	E. Keir Ramsay	97.50	85.50	8.00	191.00	140.95	50.05		8.55	41.50	
97	John A. Cameron	110.00	54.00	3.00	167.00	110.40	54.10	2.50	54.10		
99	George Burns	92.50	62.25	6.00	160.75	91.13	69.62		59.20	10.42	
100	W. K. Champion	122.50	75.75	7.00	205.25	161.57	40.43	3.25	38.56	11.87	
101	Russel McKay	150.00	90.75	14.00	254.75	81.25	18.25	47.25	79.25	39.00	
113	Daniel Beirsto	130.00	84.75	3.00	217.75	126.25	91.50		30.47	61.03	



	DIVISION NO. 12									
57 Lloyd Clark	122.50	55.50	10.00	188.00	170.50	6.00	11.50		6.00	
65 Hubert Lyle	67.50	51.75	2.00	121.25	108.56	12.69		7.28	5.41	
66 Arsene Gallant	232.50	95.25	23.00	355.75	229.25	87.50	39.00	45.00	42.50	
67 A. W. Tanton	130.00	66.00	8.00	204.00	40.75	148.25	15.00	37.00	11.25	
68 John A. Jeffrey	65.00	50.25	10.00	125.25	99.75	25.50		21.75	3.75	
69 Andrew J. Linkletter	117.50	68.25	13.00	198.75	145.75	48.00	5.00		48.00	

		DIVISION NO 13						
70 Brecken J. Simmons	52.50	43.50	8.00	104.00				
71 John W. Hogg	80.00	56.25	7.00	143.75	51.50	88.03	3.72	88.03
72 Robert Baker	11.00	73.50	1.00	184.50	75.50	104.00	5.00	51.02
73 J. Scott Jardine	95.00	64.50	5.00	161.50	50.50	101.60	12.40	94.95
74 Peter E. Reeves	135.00	85.50	6.00	226.50	126.00	100.50		91.50
92 James Jardine	67.50	58.50		126.00	98.00	28.00		20.50
93 Alex. Douglass	97.50	78.75	1.00	177.25	151.00	76.25		25.63
94 William F. Higgins	120.00	78.75	14.00	212.75	156.95	55.80		55.80
95 William L. Johnson	110.00	67.50	6.00	183.50	141.25	39.25		11.25
98 Arthur Wright	35.00	30.00	1.00	66.00	41.85	24.15		21.50
102 Arthur Wright	62.50	42.75	4.00	109.25	102.50	6.75		6.75
103 Daniel Raynor	82.50	41.25	11.00	137.75	99.75	38.00		37.40

DIVISION NO. 14						
75 Albert E. Wright	82.50	63.75	6.00	152.25	131.62	20.63
76 Leslie McFarlane	65.00	50.25	1.00	116.25	102.75	13.50
77 Alex. B. McFarlane	45.00	40.50	1.00	86.50	86.50	
78 Harry B. Collett	47.50	34.50	9.00	91.00	78.50	12.50
79 Gilean McLean	107.50	77.25	6.00	190.75	119.38	71.37
80 Herman Myers	80.00	51.00	6.00	137.00	108.25	26.25
84 W. W. Noonan	27.50	11.25	2.00	40.75	26.75	14.00
						2.50
						48.37
						8.56

SUMMARY OF ROAD MASTER'S RETURNS 1920. Prince County  
DIVISION NO. 14--Continued

No. of Road Dis.	Name of Road Master	Tax Per. onal	Horse Tax	Dog Tax	Total Taxes	Am't Paid by Labor	Amount Collected in Cash	Amount not Collected	Amount Paid out in Cash	Amount Paid into Dept. or on hand	Remarks
87	Alex. A. Wood	60.00	30.75	4.00	94.75	79.50	4.75	10.50	4.75		
88	Richard McCarville	57.50	29.25	10.00	96.75	83.22	13.53	5.50	10.96	2.57	
90	Sutherland Wright	90.00	69.75	8.00	167.75	145.25	17.00		17.00		
91	Wendall J. McKenna	72.50	52.50	3.00	128.00	104.00	24.00		10.68	13.32	
108	William Lewis	97.50	66.00	1.00	164.50	140.60	23.90		15.40	8.50	
109	Alder Wright	57.50	37.50	4.00	99.00	78.50	18.75	1.75	5.94	12.81	
116	Philip McCarville	112.50	68.25		180.75	115.75	46.25	18.75	32.53	13.72	
117	John Davison	130.00	51.00	5.00	186.00	135.85	50.15		50.15		
DIVISION NO. 15											
81	Frank McFarlane	117.50	69.00	3.00	189.50	180.50	9.00	18.50	6.00	3.00	
82	Norman D. Campbell	135.00	69.00	5.00	209.00	111.25	79.25		52.50	20.75	
83	John Howatt	67.50	39.00	1.00	107.50	107.50					
85	H. A. McPhee	87.50	56.25	2.00	145.75	81.25	53.75	10.75	53.75		
86	Lloyd Stordy	60.00	36.00	6.00	102.00	76.23	22.89	2.88	22.89		
89	Wilfred Donnelly	115.00	71.25	11.00	197.25	141.92	47.83	7.50	35.86	11.97	
143	Jas. Wm. Morrison	142.50	69.75	7.00	219.25	110.96	108.29		99.29	9.00	

## QUEEN'S COUNTY—DIVISION NO. 1

29	John A. Campbell	117.50	81.00	9.00	207.50	132.75	56.00	18.75	53.00	3.00
90	John Cullen	67.50	51.75	6.00	125.25	64.98	60.27		60.27	
91	David Bell (Returns not received)									
92	John L. Lockhart (Returns not received)									
93	James Pickering	112.50	76.50	7.00	196.00	104.30	91.70		27.70	64.00
94	John T. Murray	107.50	78.00	9.00	194.50	131.00	63.50		63.50	
96	John N. Evans	102.50	77.25	8.00	187.75	156.50	31.25		17.25	14.00
97	Edwin Murphy	127.50	71.25	3.00	201.75	117.50	78.00	6.25	46.47	31.53
98	B. R. Meek	70.00	36.75	6.00	112.75	79.00	28.75	5.00	22.50	6.25
102	Harry Cole	55.00	41.25	7.00	103.25	98.00	1.00	4.25		1.00
128	Wm. Burgoyne	35.00	33.00	6.00	74.00	50.75	19.75	3.50	19.75	
159	Duncan McKenzie	135.00	84.75	14.00	233.75	192.50	36.50	4.75	36.50	
160	Hugh McLeod	70.00	42.75		112.75	83.00	22.50	7.25	18.45	4.05
161	Clement Trainor	60.00	39.75	9.00	108.75	98.00	6.50	4.25	6.50	

## DIVISION NO. 2

95	William Biggar	112.50	82.50	9.00	204.00	130.73	69.27	4.00	35.05	34.22
103	Angus Nicholson (Returns not complete)	62.50	47.25	2.00	111.75					
104	Malcolm D. McLennan	65.00	49.50	7.00	112.50	98.25	13.00	1.25	13.00	
105	Kenneth Graham	65.00	36.00		101.00	68.00	25.75	7.25	13.00	12.75
106	Neil McDonald (Returns not received)									
107	Fred Trowsdale	70.00	44.25	3.00	117.25	79.25	34.25	3.75	34.25	
109	D. Gordon McLeod	37.50	18.00	6.00	61.50	49.75	11.75		11.75	
122	Bernard Murphy	112.50	56.25	9.00	177.75	177.75				
162	Frank Doiron	65.00	33.00	2.00	100.00	81.00	19.00		18.15	.85
163	H. P. Abbott	35.00	24.00	8.00	67.00	47.75	15.25	4.00	15.25	
164	Ewen Lamont	50.00	28.50	3.00	81.50	48.25	33.25		33.25	
213	Alex. Matheson	42.50	21.00	2.00	65.00	45.25	17.75	2.50	14.93	2.82
214	Alex. Cairns	37.50	28.50	10.00	76.00	59.00		17.00		
220	Roderick McLeod	37.50	18.00	2.00	57.50	24.75	29.25	3.50	20.24	9.01
223	R. H. Stevenson	57.50	36.75	5.00	99.25	87.00	12.25			12.25

## SUMMARY OF THE ROAD MASTERS RETURNS, 1920—QUEEN'S COUNTY.

## DIVISION NO. 3

No of Road Dis.	Name of Road Master	Personal Tax	Horse Tax	Dog Tax	Total Taxes	Amount Paid by Labor	Amount Collected in Cash	Amount not Collected	Amt. Paid out in Cash	Amount Paid into Dept., or on hand	Remarks
17	Neil Shaw	52.50	40.75	5.00	98.25	80.00	5.00	13.25		5.00	
26	W. A. McQuarrie	85.00	68.25		153.25	126.50	26.75		25.45	1.30	
57	Peter Towle	77.50	50.25	5.00	132.75	116.25	13.50	3.00	13.50		
59	Thos. A. Cobb	122.50	58.50		181.00	111.00	36.75	33.25	20.00	16.75	
60	H. R. Proffitt	132.50	48.75	3.00	184.25	111.25	72.00	1.00		72.00	
145	J. Vernon Moore	65.00	47.25	7.00	119.25	65.75	46.50	7.00	46.50		
146	James McAvin	102.50	53.25	9.00	164.75	139.75	.75	24.25	.75		
215	Levi Malone	30.00	24.75	3.00	57.75	8.00	46.75	3.00	45.25	1.50	

## DIVISION NO. 4

25	James Currie	124.50	53.25	30.00	207.75	161.50	30.50	15.75	8.25	22.25	
58	Hudson McEachern	62.50	36.00	11.00	109.50	100.50					
61	Emmet Sturdy	55.00	27.75	5.00	87.75	78.50	6.00	3.25	6.00		
62	John A. McKinnon	95.00	43.50	15.00	153.50	125.16	17.34	11.00	17.34		
108	Allan McLeod	72.50	41.25	17.00	130.75	106.00	14.00	10.75	10.59	3.41	
121	Chas. Toole	50.00	20.25	7.00	77.25	48.00	16.25	13.00	16.25		
142	Walter McPhail	72.50	48.00	13.00	133.50	123.80	9.70		1.00	8.70	
148	William F. Hagan	87.50	51.00	5.00	143.50	140.50		3.00			
210	James Clarkin	60.00	33.00	5.00	98.00	75.75	14.25	8.00		14.25	



## DIVISION NO. 5.

20	Melvin G. McLeod	100.00	74.25	3.00	177.25	104.53	69.97	2.75	60.97	
21	J. N. McCoubrey	82.50	62.25	14.00	158.75	96.37	53.63	8.75	39.40	14.23
87	Robert Sellar	76.00	55.25	3.00	134.25	81.50	50.50	2.25	50.50	
88	Jerry J. Gallant	325.00	81.75	3.00	409.75	113.75	167.50	128.50	113.41	54.09
89	Jeremiah Peters	132.50	79.50	10.00	222.00	171.25	45.75	5.00	33.50	12.25
101	Garnet Ford	87.50	65.25	11.00	163.75	101.05	55.20	7.50	34.62	20.58
110	Dougald McPherson	42.50	23.25	2.00	67.75	51.75	14.50	1.50	5.12	9.38
111	Willard McGregor	55.00	35.25	6.00	96.25	85.27	10.98		10.98	
112	Henry Bernard	55.00	42.00	3.00	100.00	75.50	24.50		21.00	3.50
115	James Stevenson	157.50	87.00	11.00	255.50	130.75	88.75	36.00	68.34	20.41
174	Joseph P. Pineau	47.50	18.00	2.00	67.50	58.50	9.00		7.80	1.20
175	Peter A. Gallant	75.00	93.75	31.00	209.75					
177	Win. M. McRae	37.50	25.50	5.00	68.00			9.00	12.00	
178	Felix Pineau	42.50	15.00	3.00	60.50			5.00	45.00	10.50
179	Matthias LeClair					47.00				
180	Jeremiah Doiron	55.00	30.75	11.00	96.75	33.10	59.65	4.00	5.90	53.75
218	Eldon Seaman	85.00	31.50	8.00	124.50	64.35	54.50	5.65	54.50	

(Returns not received)

## DIVISION NO. 6.

38	Leigh Warren	65.00	40.50	5.00	110.50	67.85	31.90	10.75	29.10	2.80
39	Hazen S. Howard	102.50	69.75	2.00	174.25	66.75	70.75	36.75	45.16	25.59
40	P. Mahar	45.00	23.25	1.00	69.25	44.25	25.00			25.00
41	Alex. McDonald	57.50	33.75	8.00	99.25	35.00	64.25		10.25	54.00
42	Win. A. McLean	40.00	34.50	8.00	82.50	55.57	21.78	5.15	19.50	2.28
54	J. D. McLean	97.50	46.50	19.00	163.00	159.00	4.00		4.00	
55	James D. Lamont	50.00	28.50	6.00	84.50	67.00	12.00	5.50	7.75	4.25
56	L. E. McKinnon	50.00	31.50	5.00	86.50	80.25	6.25		6.25	
63	John McLaughlin	110.00	68.25	11.00	189.25	137.25	23.50	28.50	23.50	
64	William Auld	120.00	78.00	8.00	206.00	171.13	34.87		27.82	7.05
65	Robert Edwards	102.50	61.50	15.00	179.00	133.10	44.65	1.25	10.45	25.20
100	John Coles	75.00	51.00	10.00	136.00	56.25	69.75	10.00	68.64	1.11



SUMMARY OF ROAD MASTER'S RETURNS 1920. QUEEN'S COUNTY  
DIVISION NO. 6—Continued

No. of Road Dis.	Name of Road Master	Tax Personal	Horse Tax	Dog Tax	Total Taxes	Am't Paid by Labor	Amount Collected in Cash	Amount not Collected	Amount Paid in Cash	Amount Paid into Dept. or on hand	Remarks
113	George Hickox	67.50	49.50	15.00	132.00	114.00	18.00		18.00		
114	E. N. Easter	90.00	60.75	9.00	159.75	95.25	64.50		53.94	10.56	
126	Charles McEachern	37.50	23.25	7.00	67.75	51.50	5.25	11.00	5.25		
143	Arch. Campbell	65.00	30.00	13.00	114.00	102.50	11.50		10.34	1.16	
144	Neil Ferguson	47.50	45.00	5.00	97.50	57.50	33.50	6.50	28.10	5.40	
147	James Tierney	105.00	64.50	22.00	191.50	103.10	70.80	17.00	50.69	20.11	
149	Oliver Warren	75.00	48.00	7.00	130.00	97.50	32.50		32.30	.20	
158	D. H. Murchison	45.00	42.75	13.00	100.75	71.50	27.50	1.75	16.80	10.70	
165	Herbert Coles	67.50	51.75	8.00	127.28	22.10	92.15	13.00	5.00	87.15	
171	Hugh McPhee	27.50	22.50	7.00	57.00	56.00	1.00		1.00		
184	William Mutch	50.00	33.75	5.00	88.75	64.75	24.00		10.32	13.68	
216	William McPhee	57.50	27.75	4.00	89.25	72.00	17.25		17.25		
219	W. G. Darke	50.00	31.50	9.00	90.50	78.75	11.75		11.75		
DIVISION NO. 7.											
19	Walter Rodd (Returns not received)										
23	Willard West (Returns not received)										
30	Ray Carr	102.50	48.75	18.00	169.25	141.06	14.00	14.19	12.80	1.20	
47	Norman C. Brown	67.50	34.50	2.00	104.00	85.50	15.25	3.25	15.25		
48	Garfield Clow	75.00	36.00	8.00	119.00	96.40	11.60	11.00	8.20	3.40	
49	Louis H. Arbing	52.50	24.75	12.00	89.25	83.75	2.50	3.00		2.50	
75	Walton E. Warren	105.00	65.25	11.00	181.25	104.31	70.44	6.50	70.44		
85	Hammond Pierce	62.50	45.00	18.00	125.50	76.15	46.85	2.50	42.98	3.87	
86	R. W. Younker	85.00	60.00	12.00	157.00	147.25	8.50	1.25	8.50		
99	Thomas Diamond	62.50	48.00	10.00	120.50	91.87	16.88	11.75		16.88	
117	Lee Essory (Returns not received)										
166	M. A. Shaw	77.50	51.75	13.00	142.25	125.75	15.50	1.00	15.50		
167	James S. Matthews	92.50	58.50	18.00	169.00	113.62	35.92	19.46	35.92		

## DIVISION NO. 8.

5	George Gunn	70.00	40.50	20.00	130.50	126.50	2.50		
31	Benjamin Miller	100.00	63.75	11.00	174.75	105.50	3.25	66.00	
72	John J. Weir	52.50	30.75	8.00	91.25	91.25			
73	Harold Lacey	67.50	31.50	13.00	112.00	107.25	4.75		
74	Walter A. Mullen	47.50	24.00	4.00	75.50	75.50			
118	Pius McCormack	45.00	17.25	11.00	73.25	64.25	9.00		
150	Frank McIntyre	35.00	18.75	7.00	60.75	60.75			
151	James B. McDonald	65.00	43.50	14.00	122.50	120.00	2.50		
152	Leonard Court	45.00	29.25	7.00	81.25	72.50	5.50	3.25	3.25
153	Joseph McIntyre	70.00	46.50	8.00	124.50	119.75	4.75	4.75	4.75
168	Allan James McDonald	92.50	36.75	16.00	145.25	118.25	27.00		
211	Frank McAskill	50.00	12.00	4.00	66.00	66.00			

## DIVISION NO. 9.

18	James Hughes	80.00	54.00	7.00	141.00	137.75	3.25		
27	William Redmond	40.00	36.75	12.00	88.75	88.75			
69	George W. Jay	95.00	53.25	23.00	171.25	168.75	2.50	2.50	
78	Patrick Callaghan	52.50	28.50		81.00	81.00			
79	Robert McGuirk	65.00	42.75	14.00	121.75	114.25	7.50		
124	James McAdam	37.50	27.75	11.00	76.25	76.25			
182	Wesley Jay	130.00	41.25	7.00	178.25	94.50	8.25	62.25	13.25
217	Fred L. Jay	40.00	27.75	8.00	75.75	75.75			
221	Peter Duffy	42.50	24.00	8.00	74.50	74.50			
222	Michael McDonald	45.00	30.75	10.00	85.75	85.75			

## SUMMARY OF THE ROAD MASTERS RETURNS, 1920—QUEEN'S COUNTY.

## DIVISION NO. 10

No of Road Dis.	Name of Road Master	Personal Tax	Horse Tax	Dog Tax	Total Taxes	Amount Paid by Labor	Amount Collected in Cash	Amount not Collected	Amt Paid out in Cash	Amount Paid into Dept. on hand	Remarks
44	Daniel Stewart	97.50	39.00	8.00	144.50	19.50	99.25	25.75	45.00	54.25	
45	W. W. McCarron	65.00	39.75	9.00	113.75	17.75	96.00		12.35	83.65	
80	Hugh Trainor	45.00	20.25		65.25	65.25					
81	Joseph Brazil	70.00	44.25	10.00	124.25	109.50		14.75			
120	Angus Campbell	50.00	32.25		82.25	61.75		20.50			
125	James Rankin	32.50	24.00	1.00	57.50	56.75		.75			
134	Luke Horton	85.00	51.00	9.00	145.00	84.00	47.00	14.00	47.00		
155	Calvin W. Wood	90.00	61.50	11.00	162.50	62.75	67.00	32.75	51.25	15.75	
156	Joseph McKenna	42.50	46.50	2.00	91.00	72.25	6.25	12.50	6.25		
157	Sampson Farquharson	75.00	51.75	6.00	132.75	100.00	26.25	6.50	26.25		
185	George Wood	57.50	39.75	1.00	98.25	36.87	17.50	43.88	17.50		

## DIVISION NO. 11.

14	J. D. McQueen	87.50	57.75	9.00	154.25	124.75	29.50		24.00	5.50	
24	Albert Jenkins	72.50	51.00	8.00	131.50	61.00	70.50		69.89	.61	
28	Hayden Crane	87.50	60.75	6.00	154.25	148.50	4.00	1.75	4.00		
32	William Masters	70.00	36.75	4.00	110.75	77.75	33.00		33.00		
33	Neil McKinnon										
36	Win. C. Smith	97.50	63.00	10.00	170.50	90.05	75.20	5.25	60.52	14.68	
43	W. H. Drake	77.50	54.75	2.00	134.25	104.75	22.25	7.25	22.25		
66	John A. McMillan	87.50	59.25	6.00	152.75	99.00	53.75		53.75		
67	Edward Collings	60.00	37.50	14.00	111.50	98.50	13.00		13.00		
68	John B. Hughes	62.50	49.50	4.00	116.00	90.75	8.25	17.00	8.25		
119	Wilfred Wood	52.50	31.50	7.00	91.00	87.00	4.00		4.00		
130	Neil H. McLeod	55.00	33.00	10.00	98.00	70.87	15.63	11.50	15.63		
141	A. Brecken Wood	62.50	47.25	10.00	119.75	62.60	48.15	9.00	48.15		
170	W. A. Jenkins	92.50	59.25	9.00	160.75	158.25		2.50			

## DIVISION NO. 12.

15	Austin J. McMillan	85.00	47.25	9.00	141.25	94.75	40.75	5.75	40.75	
16	Calvin Bishop	80.00	51.00	10.00	141.00	122.25	9.50	9.25	7.78	1.72
22	Walter Roche	67.50	33.75	11.00	112.25	112.25				
34	Michael Morrissey	47.50	30.75	9.00	87.25	79.75	5.50	2.00	5.50	
37	M. F. McDonald	52.50	30.75	13.00	96.25	96.25				
77	Edward Roche	45.00	26.25	8.00	79.25	74.25		5.00		
127	John W. Nicholson	30.00	23.25	4.00	57.25	52.75	4.00	.50	1.50	2.50
129	A. D. Martin	70.00	40.50	3.00	113.50	94.00	16.25	3.25	13.50	2.75
131	William D. McLeod	92.50	56.25	4.00	146.75	109.12	35.13	2.50	17.75	17.38
132	Dan R. Bruce	70.00	45.00	6.00	121.00	103.50	17.50		17.50	
139	Lemuel Compton	62.50	36.75	4.00	103.25	102.50	.75			.75
149	Rod. McDonald	62.50	32.25	4.00	98.75	92.75	2.25	3.75	2.25	
154	John T. Weatherbie	42.50	26.25	3.00	65.75	58.25	7.50		6.25	1.25
169	Francis Dougherty	52.50	28.50	10.00	91.00	91.00				
181	James A. Nicholson	67.50	43.50	7.00	118.00	95.50	22.50	1.00	20.40	2.10
196	John D. McDonald	92.50	36.00	10.00	138.50	127.75	9.75		8.31	1.44

## DIVISION NO. 13.

35	M. P. Beaton	115.00	77.25	20.00	212.25	212.25				
50	D. A. McEachern	77.50	25.00	5.00	108.00	92.50	14.75	.75	13.80	.95
51	Win. MacLennan (Returns not received)									
52	Jonathan D. Morrison (Returns not received)									
53	Angus McLean	40.00	20.25	9.00	69.25	58.25	1.00	10.00		1.00
123	M. C. Beaton	37.50	17.25	10.00	64.75	64.00	.75			.75
135	D. J. R. McMillan	75.00	33.00	7.00	115.00	107.75	7.25		6.90	.35
136	W. A. Matheson	90.00	51.00	8.00	149.00	135.50	12.00	1.50	9.00	3.00
137	John Nicholson (Returns not received)									
138	Murdoch Gillmore	65.00	24.75	9.00	98.75					
183	John Hancock	25.00	13.50	4.00	42.50	38.25	4.25		.13	4.12

## DIVISION NO. 14

46	Louis W. Roper	60.00	48.00	5.00	113.00		110.75	2.25	110.75	
83	D. McIntyre (Returns not complete)	137.50	75.75	22.00	235.25					
84	Timothy P. Cullen	85.00	46.50	10.00	141.50	125.25	16.50	5.75	10.50	
209	John Enman	187.50	39.75	20.00	247.25	21.00	198.75	27.50	198.75	

## SUMMARY OF ROAD MASTER'S RETURNS 1920.—KING'S COUNTY

## DIVISION NO. 1

No. of Road Dis.	Name of Road Master	Tax Personal	Horse Tax	Dog Tax	Total Taxes	Am't. Paid by Labor	Amount Collected in Cash	Amount not Collected	Amount Paid out in Cash	Amount Paid in to Dept. or on hand
41	Charles Campbell	70.00	27.75	1.00	98.75	98.75				
42	Berno Holland	65.00	33.00	8.00	106.00	84.00	19.50	2.50	19.50	
43	Andrew Campbell	47.50	27.00	5.00	79.50	75.25		4.25		
44	John J. Campbell	95.00	58.50	12.00	165.50	141.50	24.00		24.00	
45	H. P. Kennedy	125.00	57.00	5.00	187.00	187.00				
46	Peter A. McAuley	50.00	18.75	4.00	72.75	67.00		5.75		
47	Aeneas G. Campbell	55.00	34.50		89.50	85.50				4.00
48	George McDonald	50.00	30.75	2.00	82.75	82.75				
49	John A. McInnis	42.50	21.00	1.00	64.00	62.00		2.50		
50	John J. McDonald	40.00	24.75	6.00	70.75	66.75	4.00		4.00	
121	Andrew McInnis	27.50	15.75	3.00	46.25	46.25				
124	Daniel F. Mooney	42.50	27.00	4.00	73.50	69.50	4.00		4.00	
131	William Harris	42.50	21.75		64.25	56.25	8.00		8.00	

## DIVISION NO. 2

28	John D. Melsaac	62.50	40.50	7.00	110.00	107.75		2.25		
32	Alex. McGilvary	90.00	54.00	15.00	159.00	135.75		23.25		
33	James P. Lannigan	67.50	34.50	10.00	112.00	96.75	2.50	12.75	2.50	
34	Eusebius Peters	75.00	41.25	8.00	124.25	103.00		21.25		
35	Joseph A. Morrison	27.50	20.25	6.00	53.75	46.25	4.75	2.75		4.75
36	John Malone	95.00	49.50	17.00	161.50	145.25	12.00	4.25		12.00
37	Andrew McInnis	55.00	25.50	1.00	81.50	68.00	5.00	8.50		5.00
39	D. Frank McDonald	87.50	44.25	6.00	137.75	137.75				
40	D. J. Melsaac	45.00	31.50		76.50	76.50				
113	John D. Stewart	95.00	36.00	20.00	151.00	151.00				
117	Alex D. McDonald	40.00	27.75	7.00	74.75	70.75		4.00		
138	Donald A. McDonald	50.00	22.50	6.00	78.50	63.75	.75	14.00	.75	



## DIVISION NO. 3.

24	Frank Melnis	50.00	34.50	18.00	102.50	89.50	13.00	8.50	4.50
25	Joseph McEachern	95.00	45.75	9.00	149.75	129.75	4.50	15.50	4.50
26	R. D. McKinnon	70.00	30.75	15.00	115.75	114.25		2.50	
27	Michael J. McKinnon	47.50	33.00	15.00	95.50	95.50			
29	Douglas Aitken	112.50	51.00	6.00	169.50	142.50	16.50	16.50	
30	Wallace Dingwell	75.00	34.50	5.00	114.50	83.75		30.75	
31	R. D. McDonald	52.50	36.00		88.50	78.50	5.75	4.25	3.25
107	Joseph McRae	55.00	25.50	1.00	81.50	47.50		34.00	
127	Leo Doucette	127.50	33.75	7.00	168.25	145.25	6.50	16.50	6.50

## DIVISION NO. 4

4	Henry D. McKenzie	80.00	33.75	3.00	116.75	77.50	32.75	32.75	
11	Louis Kelly	122.50	34.50	9.00	166.00	26.75	102.00	6.50	
14	Gordon Hooper	82.50	52.50	9.00	144.00	96.50	47.50	37.25	
15	Ambrose Rattray	37.50	26.25	3.00	66.75	44.75	22.00	31.62	15.88
16	Peter McDougall	62.50	42.00	6.00	110.50	109.75	.75	22.00	
17	Solomon Rapson	55.00	31.50	4.00	90.50	81.00	6.25	.75	
18	John L. McKinnon	87.50	48.00	11.00	146.50	96.75	46.50	3.25	7.71
19	Archie McPhee	90.00	43.50	10.00	143.50	142.75	.75	38.79	
20	James J. Wilson	55.00	25.50	8.00	88.50	80.25	3.25	6.25	
21	Alex. Anderson	47.50	27.00	1.00	75.50	61.50	5.50	3.25	
22	John Walsh	67.50	51.00	10.00	128.50	117.25	11.25	8.50	
119	Edward B. Cobb	72.50	45.75	4.00	122.25	65.90	54.60	1.75	1.27
136	Henry James	55.00	25.50	5.00	85.50	54.25	25.00	53.33	3.17

## DIVISION NO. 5

2	William McKenzie	47.50	27.75	6.00	81.25	64.00		17.25	
6	Geddie Douglas	35.00	33.00	13.00	81.00	81.00			
7	Ira W. Douglass	27.50	24.00	5.00	56.50	44.00		12.50	

## SUMMARY OF THE ROAD MASTERS RETURNS, 1920—KING'S COUNTY.

## DIVISION NO 5—Continued.

No of Road Dis.	Name of Road Master	Personal Tax	Horse Tax	Dog Tax	Total Taxes	Amount Paid by Labor	Amount Collected in Cash	Amount not Collected	Am't. Paid out in Cash	Amount Paid into Dept., or on hand	Remarks
8	Joseph J. Dunn	67.50	38.25	14.00	119.75	83.00	13.25	23.50	13.25		
9	W. H. McEwen	77.50	34.50	11.00	123.00	79.50	23.75	19.75	23.75		
10	John J. McAdam	82.50	33.00	13.00	128.50	122.50	6.00		6.00		
12	William Dunn	70.00	36.00	8.00	114.00	106.00	4.00	4.00	4.00		
13	James McGuire	97.50	48.75	14.00	160.25	150.25	10.00		10.00		
129	John Handrahan	55.00	27.75	13.00	95.75	92.50	3.25		3.25		
133	William J. Connolly	50.00	28.50	10.00	88.50	87.00		1.50			

## DIVISION NO. 6

51	James McCarthy	57.50	36.00	15.00	108.50	106.00	2.50		2.50		
52	Hugh McAree	70.00	43.50	11.00	124.50	124.50					
53	Patrick Sanphy	87.50	60.75	11.00	159.25	147.75	11.50		11.50		
54	Andrew Murphy	77.50	43.50	11.00	132.00	112.25	13.00	6.75	13.00	26.50	
55	James McLeod	72.50	42.75	2.00	117.25	86.00	26.50	4.75			
102	John A. McLean	50.50	33.00	7.00	90.50	90.50					
103	James Ennis	47.50	37.50	8.00	93.00	68.88	13.62	10.50	6.12	7.50	
104	James Trainor	72.50	55.50	15.00	143.00	143.00					
108	Robert C. Mellish	27.50	24.00	1.00	52.50	34.55	17.95		4.84	13.11	

## DIVISION NO 7

1	Philip Morrison	57.50	27.75	3.00	88.25	85.75	2.50			2.50	
56	George A. Johnson	70.00	40.50	8.00	118.50	109.75	8.75		6.42	2.33	
57	Michael Sanphy	70.00	50.25	5.00	125.25	104.25	21.00		21.00		

58	F. B. Robertson	60.00	44.25	2.00	106.25	87.00	19.25	19.25
59	Edwin B. Myers	75.00	37.50	9.00	121.50	103.25	18.25	18.25
60	Thomas Shepherd	125.00	43.50	5.00	173.50	106.50	5.00	62.00
61	Colin McEachern	65.00	42.75	3.00	110.75	96.50	14.25	14.00
77	William A. McSwain	75.00	43.50	11.00	129.50	119.00	10.50	10.50
115	Douglas M. Gordon	50.00	30.00	1.00	81.00	69.00	2.50	4.81
130	Hugh J. Gillis	52.50	26.25	10.00	88.75	86.12	2.63	4.69

## DIVISION NO. 8

62	James Flynn	47.50	27.75	15.00	90.25	76.75	8.25	8.25
63	J. D. McDonald	85.00	37.50	11.00	133.50	133.50	5.25	5.25
64	Wilfred Wilson (Returns not received)							
65	Howard Cantello	57.50	35.25	4.00	96.75	69.50	6.25	21.00
66	John Fitzpatrick	90.00	47.25	18.00	155.25	155.25	21.00	21.00
67	Arthur Ross	62.50	33.75	2.00	98.25	82.00	16.25	16.25
71	Daniel J. McCormac	80.00	58.50	10.00	148.50	135.25	2.50	10.75
72	Allan J. McDonald	67.50	34.50	4.00	106.00	78.74	23.26	4.00
123	John J. Campbell	47.50	20.25	8.00	75.75	75.75	11.15	3.85
125	D. B. Cantello	82.50	44.25	6.00	132.75	117.75	15.00	13.75
143	Walter Burdett	60.00	39.00	4.00	103.00	88.00	2.25	1.25
23	John A. Larkin	62.50	27.00	10.00	99.50	97.25		

## DIVISION NO. 9

68	Jonathan D. Morrison	65.00	36.00	8.00	109.00	100.25	8.75	8.75
69	John G. Banks	50.00	36.00	7.00	93.00	93.00	2.50	7.5
70	John J. Campbell	70.00	33.00	5.00	108.00	104.75	7.5	7.5
74	James McDonald	37.50	15.00	3.00	55.50	55.50	19.00	17.00
75	John F. McDonald	130.00	74.25	22.00	226.25	190.25	15.38	4.24
105	John McCormac	30.00	15.00	4.00	49.00	33.62	7.50	11.14
112	Edward McDonald	57.50	21.75	5.00	84.25	76.75	11.50	11.50
120	William Burhoe	37.50	26.25	12.00	75.75	64.25		
128	Richard McDonald	40.00	16.50	12.00	68.50	68.50		
135	James R. Robertson	45.00	18.00		63.00	49.00		14.00

## SUMMARY OF ROAD MASTER'S RETURNS 1920.—KING'S COUNTY

## DIVISION NO. 10

No. of Road Dis.	Name of Road Master	Tax Personal	Horse Tax	Dog Tax	Total Taxes	Am't Paid by Labor	Amount Collected in Cash	Amount not Collected	Amount Paid out in Cash	Amount Paid into Dept. or on hand	Remarks
3	John Beer	70.00	29.25	6.00	105.25	105.25					
78	John M. Aitken	52.50	45.00	7.00	204.50	140.26	49.99	14.25	34.69	15.30	
79	John D. McDonald	47.50	25.50	6.00	79.00	74.00		5.00			
80	Malcolm Nicholson	67.50	35.25	7.00	109.75	109.75					
81	Samuel McPhee	60.00	36.75	7.00	103.75	98.25		5.50			
82	James J. Creed	75.00	41.25	15.00	131.25	131.25					
83	John A. Collings	115.00	44.25	18.00	177.25	177.25					
84	Fred Steele	37.50	44.25	23.00	204.75	169.50		35.25			
85	H. A. McKinnon	75.00	34.50	1.00	110.50	96.75	13.75		13.75		
86	Daniel B. Matheson	55.00	31.50	9.00	95.50	94.75		.75			
88	W. D. McKinnon	47.50	27.75	3.00	78.25	58.50	19.75		18.25	1.50	
106	A. M. Nicholson	65.00	34.50	4.00	103.50	98.00	5.50		5.50		
134	Peter Gormerly, Jr.	67.50	27.75	15.00	110.25	110.25					
137	Joseph McGee	55.00	25.50	22.00	102.50	99.50	1.75	1.25	1.75		
139	Lawrence Campbell	42.50	17.25	11.00	70.75	70.75					

## DIVISION NO. 11.

89	John P. Mathieson	47.50	21.00	6.00	74.50	70.50	4.00		4.00		
90	(Returns not received)										
91	Joseph McGee	75.00	25.50	2.00	102.50	101.75	.75			.75	
92	William McClure	110.00	39.75	5.00	154.75	154.75					
93	George I. Beck	220.00	48.75	6.00	274.75	98.32	160.68	15.75	160.68		
94	(Returns not received)										
95	Alex. E. Richards	37.50	15.00	4.00	56.50	51.25	5.25		5.25		

96	Daniel Bull	87.50	33.75	4.00	125.25	121.25	44.10	4.00		
97	Nathan Irving	122.50	28.50	6.00	157.00	102.65	51.75	10.25	38.05	6.05
98	Thomas R. Davey	60.00	47.25	4.00	111.25	57.00	15.75	2.50	41.25	10.50
99	William Nicolle	80.00	42.00	2.00	124.00	102.50	15.75	5.75	.35	15.50
100	Hector Gillis	70.00	33.75	8.00	111.75	111.25				
101	William D. McDonald	80.00	41.25	9.00	130.25	130.75	9.00	.75		9.00
122	D. J. McDonald	50.00	24.75	3.00	77.75	68.00	2.50	2.50		
126	Robert Whiteway	40.00	15.75	5.00	60.75	55.75				
132	Neil B. Johnson	62.50	18.75	3.00	84.25	84.25				
140	Wallace Campbell	60.00	28.50	5.00	93.50	93.50				
142	J. R. Clow (Returns not received)									
144	Ernest S. Graham	60.44	23.25	9.00	92.25	92.25				



## RECAPITULATION

COUNTY	Personal Tax	Horse	Dog Tax	Total Tax	Amount Paid by Labor	Amounts Collected in Cash	Amount not Collected	Amount Paid out in Cash	Amount Paid in to Department
Prince County	\$ 12,317.50	\$ 6,888.75	\$ 1,102.00	\$20,308.25	\$15,390.30	\$ 3,578.56	\$ 646.37	\$ 2,344.65	\$ 1,232.91
Queen's County	12,353.00	7,272.00	1,385.00	21,010.00	14,820.16	4,380.16	1,004.18	3,279.54	1,100.62
King's County	8,715.50	4,415.25	963.00	14,093.75	12,171.04	1,310.55	612.16	1,104.50	206.05
	\$ 33,386.00	\$18,576.00	\$ 3,450.00	\$55,412.00	\$42,381.50	\$ 9,269.27	\$ 2,322.71	\$ 6,728.69	\$ 2,539.58

L. B. McMILLAN,

Secretary of Public Works,

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